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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*

—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

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*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be the organ of the seafaring class."

*Liverpool Echo.*—"Nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seafaring folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited, and interesting."

## FISHERMEN ORGANISING.

That the fishermen of Great Britain and Ireland are a numerous class, all of us know, but all may not be aware that their number is fully 140,000. A bold and hardy set of men, earning a toilsome living amid many privations and dangers, they are naturally regarded with a fellow feeling by the seamen, who will rejoice to hear that the fishermen are following their example, and organising themselves into a National Union or Federation, for it is well known that the fishermen have long wanted something of the kind to protect their interests and improve their condition. The history of the movement is as follows:—

The members of the Port of Hull Trawl Fishermen's Society have made rapid strides of late towards perfecting their organisation. They have recently become affiliated with the Grimsby Fishermen's Union, and have in view the organisation of all classes of fishermen round the entire coast of Great Britain. The object is the formation of a National Federation of British Fishermen, a class of men who for a long time have laboured under conditions, in many instances, most grievous and unpleasant. The step has not been taken, and the work entered upon, without earnest and thoughtful consideration, and there can be little doubt as to its ultimate success.

A meeting of Leith fishermen was held in Kinaird's Hall, Leith, on Saturday night, for the purpose of forming a Branch of the National Federation of British Fishermen, this being the first of the kind ever attempted in Scotland. Mr. Leeming, fisherman, Hull, presided, and the meeting was addressed by delegates from Hull, Shields, and Grimsby. The object of the meeting having been explained, the following resolution was passed unanimously:—"That this meeting of fishermen pledges itself to use its influence in forming and carrying to a successful issue a Branch of the National Federation of British Fishermen."

Yarmouth, with its numerous fishermen, is to be visited as soon as convenient, as is also Ramsgate, which port possesses something like 600 men sailing by the shore, as well as other fishing centres throughout the country. The weekly hands are being rapidly enrolled, and it is a matter for congratulation that the parent Society has been able to exercise such an influence upon the younger members of the fishing community. It is to these men that the fishing industry of the country must in the future look for competent men, and the fact that so many of the weekly hands, seeing the benefits of organisation, have decided to throw in their lot with their seniors, speaks volumes for the work that has lately been accomplished. More remains to be done in this direction, but, by steady united action, the work of organising the weekly hands will be successfully carried out. Another matter is also occupying the minds of the fishermen, the apprenticeship question, which is far from satisfactory. There is at present a strong feeling in favour of its renewal amongst the men, whilst on the other hand, vigorous opposition comes from several of the owners. Good apprentices, properly taught their business, invariably turn out good workmen, and the smack-owners will do well to give this most important matter their serious consideration. In the mean-

time, the attitude taken by the Hull Fishermen's Society upon the question of National Federation will be watched with interest, and the best wishes of all Trades Unionists will follow them in the work they have undertaken. It is no small matter to carry out successfully such a scheme as the above-mentioned. Difficulties will undoubtedly crop up, and perhaps in no small number, but the trawl fishermen of Hull and Grimsby are possessed of indomitable energy and pluck, and upon this question it will serve them in good stead. The experience gained in the past has taught them wisdom, and they are not likely to forget the uphill fight they have had to attain their present position. In Hull they are the fortunate possessors of a most handsome building—the St. Andrew's Hall—in which their entire business is conducted. Their funds have been steadily accumulating, as well as an augmentation of their membership, and they at present are in a position that will enable them to grapple with this scheme of the Federation of the British Fishermen. In the past they have had to fight inch by inch for what they now enjoy, and they are evidently prepared to push forward this matter with the same spirit. Parliamentary legislation may have done some little for these men in days gone by, but their main hopes rest upon their own efforts. That a successful outcome will attend their labours in this direction is to be wished, and in a comparatively short time the initiative taken by the trawl fishermen of Hull and Grimsby upon the question of National Federation will have become an accomplished fact. Untold advantages must follow, and the benefits which will be conferred upon the fishermen will be invaluable.

Only the other day a case occurred showing what the Union can do. Some fishermen returned to port with money due to them, but the owner could not or would not pay them till the case was taken up by one of the existing fishermen's Societies and put into its lawyer's hands, with the result that not only was the whole of the money owing paid at once, but compensation was paid for the trouble the men were put to in getting paid. That is the sort of thing that will be done in all fishing ports when the Union, or rather Federation, has established Branches in them, and we think we may venture to promise the powerful aid of the Branches of the Sailors' and Firemen's Union in the good work. Fishermen should remember that one of the reasons for the great success of the Sailors' and Firemen's Union is that it is a National organisation—not a local one, confined merely to one or two ports. The seamen tried local Unions, which failed because they were local. The fishermen have been trying local Societies. In their own particular ports some of these have been useful, but their leaders perceive that as long as they are local they cannot be so strong as one great National organisation composed of the whole fishermen of Great Britain and Ireland. Hence the steps they are taking to establish a National organisation, and in their efforts in that direction they deserve hearty good wishes and support.

## YARNS.

CXXXVI.

## LOVELY WOMAN.

(Concluded.)

I was still in irons when we got to Madeira, where there was not much trouble about getting a doctor to certify I was insane; so there I was detained, while the yacht left to continue her cruise. After she had gone, I was not detained long. A ship happened to come in short-handed, and I was offered my liberty if I would go in her. I went, and before we had been a week out we were cast away, and picked up by a homeward-bound ship. On arriving in England I managed to find out where my wife's new husband lived, and a great deal about him. He was a rich contractor, the foundation of whose fortunes had first been laid by having his tender accepted by my former employers, just after the tampering with the desk that I told you about last week, and my wife had disappeared from the town shortly afterwards. By putting two and two together, I now saw plainly enough that my wife had got hold of the office keys, got at the desk, and found out all about the other tenders, and had given her present husband—if I may so call him—valuable information, which he had turned to good account by securing the contract. As she had carried with her all I had in the world when she went off in my absence, I did not feel disposed to let her go scot-free; so one day, accompanied by a person who could identify her as my wife, I turned up at her grand house in London to bring her to book. Admission was refused, and I sought the aid of a lawyer. Like most lawyers, he took a lot of time to act, but when he did, the outcome of it all was that my wife asserted that she was not my wife at all, and the lawyer said this was quite correct, as there was something irregular about the supposed marriage ceremony we had gone through. As I told you last week, I had left all the arrangements to her, and the result was that the law held that the marriage was not a proper one at all, and I got the whole blame and five years' penal servitude into the bargain for making a false declaration; the chief witness against me being my so-called wife. This, however, I survived, and it was lucky for me that just after I had served my sentence I was found to be entitled to some money which my only relation, dying without a will, had left. It was lucky in more ways than one. I don't expect I should otherwise have been able to get an honest living after all I had undergone, for it is very hard for men who have been in penal servitude to do so. The money was useful in another way. It brought me a lot of friends, and through some of them I found out the object of my so-called wife's conduct. She simply meant to use me for the purpose of keeping her, till the other fellow—the contractor—got rich enough to keep her better. Such is lovely woman as she is known to most of us, and a very bad lot she generally is.

A TELEGRAM from Cape Town states that the court of inquiry concerning the wreck of the steamer *Ashleigh Brook* on Dassen Island, has found that there was not sufficient evidence to justify the attributing of the loss of the vessel to the fault of the master, and his certificate has therefore been returned.

## MARRIED SAILORS.

BY A COMMANDER OF THE ROYAL NAVY.

VI.

The blood of many sailors waxed warm when, about three years ago, they read the official report of a British Consul in a Spanish port, of the 35,000 British merchant seamen who annually frequent it, as "the most drunken, quarrelsome, obnoxious class of men in the world . . . of the misconduct and ruffianism of our sailors," . . . and of the need of Spanish police "restraint on British seamen, and protection and safety to numerous respectable Spanish and English residents in the districts where the bulk of the shipping is concentrated, and where the British seaman is at present suffered to outrage order and decency with impunity."

This is strong language. It is also indiscriminate. Some of us thought it did not accurately describe ourselves, or many thousands of brother seamen one has known. In that very port, in that year alone, the Missions to Seamen chaplain and reader had 6,000 attendances of seamen and firemen at Bible classes, besides 19,835 attendances at evening prayers in the Sailors' Reading Room, to which 45,599 visits were paid by British crews, of whom 793 became total abstaining members of the Missions to Seamen Branch of the Church of England Temperance Society. But let that pass. Suppose the Consul's was a true picture of the whole 35,000 sailors who enter that foreign port annually, it does not seem to have dawned on that official that he himself had any responsibility as to that disgraceful state of things. Why should the behaviour of British seamen when in that particular port be so much worse than when landed elsewhere? There must be a local cause. And the British Consul's business is to find out the operating cause, and to suggest the remedy. The blacker the conduct of sailors when ashore at that port, the more curious we are as to the British Consul who fails to discover the local cause and to attempt or suggest a remedy.

Other Consuls investigate such matters, suggest remedies, and meanwhile assist personally to get up the Missions to Seamen's Institutes, and Homes, and respectable places of resort on shore; and sailors find British Consuls at some foreign ports their best friends. It appears, amongst other probable causes of evil, that many of the crews frequenting that Spanish port have not the privilege of joining together in divine worship on board their ships, and that many of their captains and officers take no pains to promote godly living either before or abaft the mast; so that no man can kneel in personal prayer in their forecastles, or read the Bible day by day. No wonder if such crews go all astray when they land.

Then many of the vessels are "weekly boats," in which provisions are not found by the ship, but money is given instead. Each member of the crew has to go ashore to purchase his own provisions for the voyage. These are to be had chiefly in Spanish grog-shops, in which the mistaken generosity of treating one another to drinks is a strong temptation, which makes large holes in the rations money. The heads of seamen, unaccustomed to intoxicants when at sea, are easily affected, and many, no doubt, take more strong spirits than is good for them, even if they do not get drunk. Such men go to sea short of pro-

visions, and would starve during the voyage if the stewards did not carry stocks for sale at sea ready for such contingencies.

Where drinking habits obtain, whether men become drunk or not, the will and conscience are weakened, the animal passions become excited, and uncleanness and pollution take place, such as is disgraceful to Christian men. "For the time past," says St. Peter, himself a sailor, "may suffice to have wrought the desire of the Gentiles, and to have walked in lasciviousness, lust, wine-bibblings, revellings, carousings, and abominable idolatries; wherein they think it strange that ye run not with them into the same excess of riot, speaking evil of you; who shall give account to Him that is ready to judge the quick and the dead." And St. Paul wrote to "all that be in Rome, beloved of God, called to be saints," saying, "Let us walk decently, as in the day; not in revelling and drunkenness, not in chambering and wantonness, not in strife and jealousy. But put ye on the Lord Jesus Christ, and make not provision for the flesh, to fulfil the lusts thereof."

Married sailors who give way to such fornication and revellings, would hardly like their chaste wives to follow their evil example. And unchaste young men who do so would not like their future wives to live beforehand such animal lives, like dogs or swine who know not God; and they cannot expect to find modest religious women willing to marry them. It is peculiarly disgraceful that the captains and officers of some British ships set most pernicious and profligate examples. Why should such unfit characters be placed at all in positions of command and authority over their betters? Employers should see to this, as well as to Consuls doing their duty to their crews when in foreign lands.

Admiral H.R.H. the Duke of Edinburgh, presiding recently at the Missions to Seamen meeting in the Mansion House, London, spoke approvingly of the care for seamen of the British Consul at Dunkirk. A British sailor had been murdered in a brothel at Dunkirk, and many seamen had been injured in body and soul, being robbed of wages, health and character at that and other ports of discharge in foreign lands. The Consul, instead of merely declaiming against the foul lives of his unchaste countrymen, investigated the local causes, promoted the provision of a Missions to Seamen Institute, and suggested in his official report a remedy which would go far to remove one cause of the evil which discredits the British name in French ports.

His Royal Highness well said:—"British crews are dismissed from their ships on the coasts of France, Belgium, Holland, etc., to await payment amongst people of a strange language, so that the Consul at Dunkirk reports as follows, with just indignation, 'of the sharks of all nations who infest the large ports between the Elbe and Brest, in order to live, principally on the British seaman and his weaknesses.'"

And the Consul further urges, 'the introduction of the system for the transmission of wages free of charge, at the chief discharging ports between the Elbe and Brest, by enabling sailors when leaving ships to proceed at once to the port to which they wish to go, without having to wait for their money.'

His Royal Highness went on to say:—"There is a money order system of remittance, but the men pay rather dearly for it,



and the orders are only payable at seaports at Board of Trade offices, and not in inland towns; and the system does not come into operation till after the delay in idle waiting on shore has thrown the men into the hands of the crimps. In Dunkirk last year 2,002 British seamen were discharged, receiving £34,565 in cash, and £658 in bills on the owners. Of this money £16,056 was remitted by 911 money orders, leaving £19,187 for the crimps to operate upon in that one French port.

"These are some of the removable causes of dégradation in certain trades which continue to give the crews of some British merchant ships a bad name. The study of these causes by shipowners and merchants might do much towards their removal."

A great blot on the British Mercantile Marine, is the lack of sympathy and fellow feeling between man and man, class and class, employers and employed. Adapting to our purpose words of the Bishop of Liverpool, we would conclude:—"But after all the sailor is flesh and blood like ourselves. Beneath his outward roughness he has a heart and conscience, a keen sense of justice, and jealous recollection of his rights as a man and as a Briton. He does not want to be patronised and flattered, any more than to be trampled on, scolded or neglected; but he does like to be dealt with as a brother, in a friendly, kind, and sympathizing way."

"An increase of sympathy and fellow feeling between high and low, rich and poor, employer and employed, parson and people, is one healing medicine which the age demands. Sympathy exhibited in its perfection, was one secondary cause of the acceptance which Christ's gospel met at its appearance in the heathen world. Sympathy can do as much in the nineteenth century as it did in the first."

Christians believe God to be their Father, for is it not written "Come out from among them and be ye separate, saith the Lord, and touch not the unclean thing; and I will receive you, and will be a Father unto you, and ye shall be My sons and daughters, saith the Lord Almighty." Then whatever our rank or class, we must have fellow feeling as brothers. To shipping officials, shipowners, masters, officers, seamen, and firemen, as well as others, St. John, a sailor apostle, writes "That ye also may have fellowship with us, and truly our fellowship is with the Father, and with His Son Jesus Christ. . . . If we walk in the light as He is in the light, we have fellowship one with another, and the blood of Jesus Christ His Son cleanseth us from all sin."

The patent lifeboat *Storm King*, which left London on September 12 last, and Cape Town on April 16, has arrived at Albany.

**FATAL ACCIDENT ON BOARD SHIP.**—On Saturday, the coroner for Cardiff held an inquiry into the death of George Smith, aged 40 years, a butcher on board the sailing ship *Carlisle Castle*, of London, lying on the west side of the East Bute Dock. Mr. Lawrence Beck, the chief officer of the *Carlisle Castle*, deposed that on Saturday morning one of the crew informed him that deceased had fallen down the fore hatch. Witness accordingly sent for a medical man, and afterwards went down into the hold, when he found deceased lying in an unconscious condition, and breathing heavily. Smith died in about 15 minutes after the occurrence. The deceased was a native of Southend, and had been employed on board the ship for about 10 years. The deceased fell about 20 feet. The hatches had been left off for the purpose of ventilation. Other evidence having been given, the jury returned a verdict of "Accidental death."

## BANQUET TO MR. J. H. WILSON.

The headquarters of the Sailors' and Firemen's Union are about to be removed to London, and a farewell banquet in honour of the founder and the present general secretary, Mr. Joseph Havelock Wilson, promoted by the Sunderland Branch, took place on Thursday, June 26, at the Palatine Hotel, Sunderland. There were two tables running parallel, and a cross table at one end for the principal guests. Seats had been provided for about 80 people. A magnificent silver epergne adorned one table, and smaller glass epergnes laden with the choicest cut flowers were placed at suitable intervals on the festive board. The dinner was worthy of its setting, and Councillor James Chrisp is to be complimented on the excellence of the menu. His Worship the Mayor (Mr. R. Shadforth), who wore his chain of office, occupied the chair. Immediately to his right sat the guest of the evening, Mr. J. H. Wilson, and on his left Mr. Samuel Plimsoll, the "sailors' friend" and president of the Union. Among those also present were Mr. T. W. Brown (solicitor to the Union), Dr. J. C. Wood (police surgeon), Dr. R. J. Burns, Messrs. J. R. England, W. M. Maxwell, Wm. Lonsdale (sec. to the Sunderland Branch), J. Jacobs, R. Jacks (South Shields), Capt. Richard Palmer (Seaham Harbour), Henry Friend (president of the North of England Society), G. C. Barron, G. W. Fowler, Samuel Begg (Hull), J. Mansell (secretary to the Newcastle Branch), Geo. Cathey (sec. to the Middlesbrough Branch), T. Sumnerbell (sec. to the Trades Council), James Brown, Wm. Airson, E. G. Rotherford (sec. to the United Property Owners' Association), W. C. Williams, W. Milburn, David Clements (sec. to the South Shields Branch), Johnson Henderson, Geo. Cowie, J. J. Wilson, and Alfred Rutherford.

The Mayor proposed the first toast, namely, "The Queen and the Royal Family." He said that he believed they were all loyal subjects; but he believed also that there were none more loyal than the sailors. (Hear, hear.) The motto of the Sunderland Branch of the Union was "Ready, aye Ready," and he felt convinced that if at any time the seamen of Sunderland were called upon they would be found ready at their posts when wanted. (Applause.) He hoped, however, that that day would be far distant, that they would always be engaged in peaceful avocations, and that everyone would be doing what he could to further the interests of the community at large, and that they would always accede to the Queen and the Royal Family that loyal obedience which was due from all classes. (Applause.)

The toast was drunk with musical honours. Mr. T. W. Brown proposed "The Army and Navy," coupled with the name of Mr. W. M. Maxwell. There was, he remarked, an analogy between the Army and Navy and their organisation. As the Army had to be officered, so had their organisation. They had the Field-Marshal of the Union on the left of the Mayor, and the General on his right—(applause)—and he thought they had a very brave army, who were prepared to fight for what was justly their due, but who would never enter into an unjust war so long as they were organised upon their present system. Life itself was a warfare, all that was worth doing was warfare; virtue was warfare against vice, and success in business was warfare against the inclination to do nothing to which human nature was prone. With regard to the Services, he hoped they would never have anything to do but keep themselves in readiness for any emergency that might arise, and that when the emergency did arise they would be equal to it. (Applause.)

Mr. W. M. Maxwell said he was pleased that the toast had been drunk so heartily. Although he had fought once or twice and had had the tip of his ear carried away by a shot, he was not a fighting man. The only thing that buoyed him up in battle when he was frightened was the thought that his opponent might be in an even worse case. (Laughter.) He advised his audience when in a fight to keep their faces to the enemy and fire away.

Mr. Henry Friend proposed "The Mayor and Corporation." He expressed his gratitude that the Mayor had honoured them with his presence. (Applause.) He was the more grateful because the Mayor was not there in the capacity of a shipowner, but as chief magistrate of the important borough of Sunderland. It was customary in some large towns for the Mayor to preside over meetings of working men, but that, to his knowledge, was the first time that a Mayor of Sunderland had presided on a similar occasion.

The company sang "For he's a jolly good fellow," and three cheers were given for the Mayor and Mayoress.

The Mayor, in response, said that personally he thanked the company very much for the toast which had been so heartily drunk, and for the kind remarks to which Mr. Friend had given utterance. Since his election as Mayor he had received the heartiest commendation from all quarters, and that had been a great stimulus and support to him; for otherwise he did not think he could have discharged the duties of the office with such satisfaction to himself and to the town as appeared to be the case. (Hear, hear.) He had endeavoured at all times and on all occasions to do what he thought a chief magistrate ought to do, namely, to come down and mingle with all classes of the community. (Applause.) To that fact he believed he owed the goodwill and the hearty support which he had received during the few months he had occupied the chair. He was only carrying out his duty when he consented to preside over that meeting. (Hear, hear.) If there were two classes of men of whom he, perhaps, thought more than any other, they were the sailors and the miners. (Loud applause.) Their callings were exceptionally dangerous. When they went down to the sea in ships, or descended the mine, they never knew what might happen. Therefore, he considered that they ought pre-eminently to have the sympathy and good feeling of all classes of the public. (Applause.) He was glad to see so many seamen present, and to notice the manifest improvement which was taking place. He trusted that improvement would go on, because if seamen had a true regard for their interests and welfare they would begin to improve their own moral character and conduct.

Mr. Samuel Plimsoll then proposed "The Guest of the Evening"—Mr. J. H. Wilson—the company meanwhile rising and cheering the speaker. He said that they had very little idea of the work which Mr. Wilson, he, and others had got through during the present session, and which they meant yet to get through before it closed or next session. (Applause.) They were tired of the inaction and apathy which seemed to possess the minds of members of Parliament and the public with regard to one of the most useful classes of men—the sailors. The shipowners were never tired of asking, when the Load-line Bill, which had now become law, was under consideration, why should they seek to subject them to restrictions and regulations which were not applied to foreigners. They did not want to do so. However, a great deal was made of that; and it would appear as if the English shipowner was a poor innocent creature, who was being ridden roughshod over to the advantage of the foreigner, who loaded twice as much as he did. That was not his view, and there was the *prima facie* fact that we drowned four times as many men per thousand as the rest of Europe. Did that look as though the rest of Europe overloaded and we sent our vessels half empty to sea? A return moved for by Mr. Bart of all the vessels that had loaded at the deadweight ports of the Severn and the Tyne showed that for every 100 tons net register in British ships 190½ tons had been put on board, and that for every 100 tons net register in foreign ships 159½ tons had been put on board, so that by the report they knocked one lie on the head and the shipowners ought not now to repeat it. Mr. Scrutton said the returns were valueless. He would not have said that if they had told another tale. (Laughter and applause.) A loud outcry was raised when a poacher was tried by magistrates interested in the preservation of game. A sailor, however, when he was alleged to have broken the law was brought up before a ship-owning magistrate. Mr. Charles Fenwick, M.P., had undertaken to move for a return of the names and descriptions of all the gentlemen who constitute the Local Marine Boards, specifying particularly those who were not interested in shipping property, so that they might see which were shipowners and which were not. There would be a like return of the gentlemen constituting the local benches of magistrates at all our seaport towns. Before they were a year older they would have breaches of the Mercantile Shipping Law, whether on the part of the shipowner or the sailor, decided not by a bench of shipowning magistrates, but by a stipendiary. (Applause.) Government had to supply with beef and pork a great number of places scattered all over the earth from time to time, but when the provisions had sometimes been seven years under a tropical sun, and sometimes as far as 20, they ought not to put such carrion on board merchant vessels. He knew instances where hundreds of tons of the stinking stuff had been sold. He knew who bought the stuff, and what ships it was put on, and how many men died from eating it—in one ship twelve, in another eight. Mr. Plimsoll next spoke of the Load-line Act, and gave instances of the necessity for it. They had now got a Bill drawn to prohibit deck-loading, and to enact, compulsorily, water-tight compartments. Then there was the matter of live cattle. If, twenty

years ago, a shipowner had asked his captain to cross the Atlantic in winter, with all the hatches off, the captain would have thought the owner mad, and that he would himself be mad to try it. Yet that was done now every time they put cattle in the 'tween decks; hatches were kept off lest the cattle should smother, and as a consequence many vessels were lost. Cattle were put on the main deck, and the upper deck also, and it was to put an end to the dreadful diabolical business that the Bill had been framed. It was amazing that owners could be found to subject their men to such risk and their cattle to such cruelty. Then there was the question of undermanning and insufficient engine power, which might be referred to Select Committees. In all this legislation there was nothing which would hurt the respectable shipowners, and they might feel sure that nothing which he proposed would hurt them in the very least. When a ship went down with all hands, and there was nobody to contradict them, it was not an uncommon thing for owners or managing owners to put down large payments to the men which had never been made, and thus to rob weeping women and starving children of what was due to them ("Shame.") He was determined, if possible, to put a stop to that. He was backed up by Mr. Wilson, and had they gone through all the country to get someone of resource, energy, and strong sympathy with the poor to put at the head of their organisation they could not have chosen a better man than Mr. Wilson. (Cheers.)

The toast was drunk with enthusiasm.

Mr. J. H. Wilson said he felt deeply indebted to Mr. Plimsoll for his kind remarks about the work in which he had been engaged. He thought that perhaps too much honour had been conferred upon him. ("No, No.") It was a lifelong desire to do something for the seafaring community of the country which prompted him to form the Union. There had not been wanting those with the same desire, but, unfortunately, they had not a sufficient practical knowledge of the sea. Mr. Plimsoll, it had been said, was one of them. He differed from that statement. He questioned very much whether there had ever been a President of the Board of Trade who had a more thorough knowledge of ships and seamen than their worthy president, Mr. Plimsoll. (Applause.) From boyhood, the speaker said, it had been his desire to remedy the grievances of sailors and firemen, and when he had settled ashore he turned his attention to their case, and he was pleased to see present many of those who rallied round him. His experience as a trades unionist was acquired in connection with the North of England Sailors' and Firemen's Association. He felt, however, that their programme was not broad enough, and so he proceeded to form the Union. There were many difficulties to contend against, for seamen and firemen had almost given up all hope of such a Union. He determined that as long as he had health and strength he would persevere, not to injure the interests of the shipowners. He did not believe there was an honest shipowner in the country who would say that his efforts had in any way injured trade and commerce. In spite of the fact that sailors and firemen were better paid to-day than they used to be two years ago, our ships were still able to sail the ocean. Shipowners complained about the deterioration of sailors and firemen. They would more quickly deteriorate their value by paying bad wages than good. No one would enter an arduous unpleasant service when he could obtain better wages on shore. Sailors and firemen were the most important body of workmen in the country; they were the missionaries of the world, and it was of the greatest importance that they should be educated, sensible, steady, and reliable men. (Applause.) He believed there were no better sailors in the world than English, and if they did occasionally indulge in a little relaxation after a long voyage, it was only what might be expected of the ordinary citizen, against whom no outcry was raised. However, he did not want to encourage them in that direction, but that having entered into a contract, no matter how obnoxious, they would perform it to the very letter. (Applause.) Before 12 months had elapsed he believed that sailors all over the world would be combined in one large Union. (Loud applause.) Their interests were identical, and once that had taken place we should hear the last about the competition of foreign nations, who at least were more careful of the lives of their men than we were. So long as shipowners were allowed to make a profit by over-insurance out of the loss of their vessels, it would encourage them to send such vessels to sea in an unseaworthy condition. (Hear, hear.) Mr. Wilson then returned thanks for the hearty support which he had received, and without which, he said, it would have been impossible to make the Union such a success. That banquet would encourage him to go forward

in the good work under a leader like Mr. Plimsoll, of whom he was proud, and to leave the case of the sailors and firemen better than he found it. (Loud applause.) The speaker subsequently presented a medal to each of the first members of the Executive Council who had rallied round the standard at the outset, namely, Messrs. Joseph Lorgin, Geo. Ditchburn, Johnson Henderson, W. C. Loosdale, John Lee, James Clements (Shields), Wm. Airson, George Cathey, George Cowie (Shields), Robert Marshall, W. M. Maxwell, and J. B. England, the latter of whom returned thanks for the rest.

Mr. G. C. Barron proposed "The Medical and Legal Professions," to which Dr. J. C. Wood and Mr. T. W. Brown responded. Mr. T. Summerbell acknowledged the toast of "The Visitors," proposed by Mr. Wood. The other toast was "The Press," proposed by Mr. James Brown. During the evening songs were sung by Messrs. G. C. Barron, J. Blenkinsop, J. B. Lee, and S. Bagg, some of whom also recited.

## DEMONSTRATION AT SOUTH SHIELDS.

The unveiling of the Wouldhave Memorial, Wednesday, June 25, 1890, was the occasion of a red letter day here. The National Sailors' and Firemen's Union held a very prominent position. The South Shields Branch mustered at the Mill Dam at 1 o'clock and arranged themselves, the borough brass band taking the head, and next came a silk Jack, and then their new banner, also the North of England Association with their new banner, the Sunderland Branch with their new banner, and the North Shields banner, and the Blyth Branch with their banner, which has done service for 35 years, and is a relic of the Pioneer Society. Various flags were in between, and the band started off with the "White Squall," and then the federated Unions fell in four deep, marched up Commercial-road, Laygate-lane, Green-street, Station Bank, and when nearing the grave of W. Wouldhave, the inventor of the life boat, there was the sailors' National flag, and a device, "Peace with Honour," hung with evergreens. The band played a hymn while passing the grave, and all the procession walked with cap in hand till past the grave. They then took up their position, No. 13, in Market Place, and the general procession started prompt at 2.30 p.m. Owing to the large banners it was very awkward to walk through the streets, and the bands being so badly divided that the front portion got so far ahead it looked as if the National Union was a procession of itself. They mustered about 800. When half-way down King-street, we were met by Mr. Maxwe'll, assistant to general secretary who was received with cheers. When they joined the main body in Fowler-street, three cheers were given by the seamen when passing under the National flags which were across the streets right on to the South Park. Then the South Shields banner was detached from the main body and took up a position beside the Lifeboat Memorial, and waited the arrival of the Mayor and Corporation. After the parks were opened they formed themselves in line in the South Park en route for the Memorial, headed by the Wellesley Band. Then the Mayor (Mr. Shotton), Mr. Stephenson, M.P., Sir John Mowbray, Bart., Alderman Eltringham, and the Corporation, and the various societies did the South Shields Branch honour by walking below their banner, and took up their position round the Memorial. After the various speakers had addressed the audience, Alderman Eltringham unveiled the Memorial amid ringing cheers. When the cheering ceased, the secretary, D. Clement, and the assistant secretary, G. Cowie, unfurled their banner in honour of the Wouldhave Memorial. On one side is the magnificent picture of the Memorial, and the centre piece of the other side is Justice as a woman blindfolded with the scales of justice in her hand. In the corners are various local pictures. The banner was designed by Robert Hodge, artist and decorator, of South Shields, and one of the trustees of the Branch. After the ceremony the National Society formed in procession with the band in front and marched home by way of Ocean-road, King-street, Market-place, and Mill Dam, with great enthusiasm, and it was remarked by men of authority that a more respectable lot of men never paraded the street. Three ringing cheers for the National Union terminated the proceedings.

**STEAM PILOT BOATS.**—The Virginia Pilots' Association, which includes all of the pilots who work in Chesapeake Bay, has contracted for a steam pilot boat. She will be one of the few steam pilot boats in the world.

## THE COMPULSORY LOAD LINE.

A meeting of the Aberdeen Branch of the Union was held June 23, in the office in Marischal-street, for the purpose of passing a resolution in reference to the load line question. Mr. Farquharson presided, and there was a good attendance.

The chairman stated that the meeting had been specially called for the purpose of returning their thanks to Mr. Plimsoll for his efforts in ameliorating the condition of seamen. He hoped that each in his own mind felt that Mr. Plimsoll was justly entitled to the sympathy of every seafaring man for what he had done on his behalf. (Applause.)

Rev. C. C. Macdonald moved:—

"That this meeting of members of the Aberdeen Branch of the Sailors' and Firemen's Union begs to record its deep sense of gratitude to Mr. Plimsoll for his untiring efforts on behalf of seamen, and specially for being instrumental in getting passed into law the compulsory load line, and assures him of its heartiest support in his further endeavours to carry on his great work."

He did not think that the resolution needed any speech to support it; it supported itself. It was a resolution that would carry at once the assent and consent of the whole seafaring community. It was perfectly certain that Mr. Plimsoll had made untiring efforts on their behalf. (Applause.) It was a long, long time since he read Mr. Plimsoll's little blue book, in which he threw what might be called a bombshell into the country. People had no idea—the most of people on the land had not the slightest idea—of the horrible perils through which poor seamen had to pass—the unprincipled conduct that was manifested by many of the lowest class of shipowners; and he believed that the seamen owed to Mr. Plimsoll much more than it was possible to estimate, for he had not the slightest doubt that his exposure of the selfishness, and avarice, and cruelty, and utter want of principle manifested by those sharks of the shipowning order—men whom he supposed the better class of shipowners themselves utterly ignored and abhorred—made an impression on the public which led to reforms. It was impossible to tell what that man did, and it was impossible to estimate the suffering and pain through which he passed—(applause)—in order to do that work. To strike at the root of such atrocities as were perpetrated against seamen, a man required not only to have courage but self-abnegation of the very highest kind, because he believed that it led to separation between him and some of his oldest and fastest friends, although now these men were grateful to him for purging their profession of wretches who were preying on the lives of their fellow creatures. (Applause.) Although the measure Mr. Plimsoll had succeeded in carrying was of prime importance, it by no means completed the reform, but was a long step in the right direction. It became every member of a seafaring community, and every man interested in the well-being of society, to give to Mr. Plimsoll their warmest acknowledgment for the service he had rendered, not only to seamen, but to mankind. (Applause.)

Mr. William Livingston seconded. He congratulated them upon the great work Mr. Plimsoll had accomplished for them, and wished that the law had not been confined to this country, but had been international in character.

Mr. J. C. Thompson, the local secretary, supported the resolution. He referred to the letter which Messrs. Adams & Co. had published in the newspapers regarding the subject, and said they gave them all credit for what they had done voluntarily. (Applause.) After alluding to the benefits which would accrue from the measure, he gave some statistics about the local Branch of the Union. Since the new year the drawings had amounted to £339 12s. 1d. — (applause)—besides "non-locals" belonging to other Branches, from whom £31 5s. 11d. had been received, making in all £370 18s. (Applause.) Since the new year they had enrolled 164 members. (Applause.) He thought these figures were of the most encouraging character. (Applause.) He expressed the indebtedness of the Union towards Councillor Anderson for his kindness in regard to the bell ringing, and at the close moved a cordial vote of thanks to Mr. Macdonald and Mr. Livingston.

The resolution was put to the meeting and unanimously carried.

A SAD fatality on the yacht *Myrtle* was reported at Dover on Saturday. It appears that the vessel was being sailed up Channel in a stiff breeze, when a seaman named John McKeen was knocked overboard, off Dungeness, by the boom, and drowned before help could reach him.



## FISHERMEN'S FEDERATION.

Recently the National Union of Seamen and Firemen or at least the Hull Branch of this Union, made a bid for the fishermen of this port to give up their own Union, and identify themselves with the seamen and firemen. Now, although fishermen are to all intents seamen, and remain longer spells at sea than do the bulk of the seamen of this port, the conditions of their employment are so totally different to those of the seamen that it is difficult to see what advantage they could have gained by abolishing their own society and joining the Seamen's and Firemen's Union. Hitherto the fishermen have not been in quite so advantageous a position for carrying on a successful combination as have the seamen and firemen. They do not seem to have had amongst them so many leaders as have the seamen and marine firemen, and therefore there has not been an amalgamation of the entire force throughout the country, such as we have witnessed in the formation of the National Union. Almost every port, it is true, has had its own society, but there has not until quite recently been any attempt at federation. The Hull Trawl Fishermen's Protection Society has always, since its establishment, taken an active part in legislative and other matters affecting the interests of deep sea fishermen, whether belonging to Hull or to any other port. This society has always been fortunate in those who took an active part in the management of its affairs. For some years Mr. Ashford, himself a fisherman, was the secretary, and whether he was organising in Hull, taking part in the debates of fishing trade conferences, or giving evidence before Parliamentary Committees, he always showed that he had the true interests of the men at heart. Mr. Taylor is now the secretary of the Hull Fishermen's Society, and he has proved himself a worthy successor of Mr. Ashford. Mr. Taylor, and those with whom he has been acting, have not been slow to learn the lessons of union and combination. They have seen how much greater power a nationally united trade possesses than that which is wielded by merely local Unions, and it has occurred to them to bind in one powerful body the whole of the fishermen of England. The matter of federation has been warmly taken up in Hull and in Grimsby, and as these are the leading ports in the deep sea fishing industry there can be little doubt that success will attend the effort that is now being put forward. The conditions under which fishermen work are very varied, and some difficulty may arise in assuring to every man the benefit of membership. As is well known there are some men, even at Hull and Grimsby, where the share system most extensively prevails, who are what we term "weekly" hands; that is, they are paid so much per week, whilst other members of the crew receive only a fixed proportion of the earnings of the ship. There are times when the weekly hands, so far as money is concerned, have far the best of it. Their income is assured, whether the share hands or the owner of the vessel have any profit or not. At other times, when the weather is suitable, and fish plentiful, the share hands have the best of it. It will be seen, however, that the position and interests of the two classes of men, although in the same ship, and doing exactly the same work, are somewhat different, and a way will have to be found by the Federation, if it is to be a success, of promoting the interests of the share hands and the weekly hands alike. Hitherto the strength of the societies at Hull and at Grimsby has been the membership of the share hands, but latterly efforts have been made to bring into union the weekly hands, and many of these have become members of the local societies. At Yarmouth and Lowestoft the weekly hands are more numerous than at Hull, and an assurance will have to be given to these men that they will benefit by their connection with the National Federation. The establishment of this Federation will be a large and in some respects a difficult work to accomplish, because of the varying conditions of employment of fishermen, but it is surely not unattainable. The question has been well received amongst all classes of fishermen at Hull and at Grimsby, and from these ports missionaries of federation are to be sent all along the eastern and southern coasts of England, whose duty it will be to lay before the fishermen the benefits of union, and as these are days in which working men of all classes are uniting in a manner not previously attempted, it does not seem likely that the difficulties will prove insurmountable. Yarmouth and Lowestoft are first to be visited, and if the fishermen at these places look favourably upon the suggestions that will be made to them the work of National Federation will shortly be accomplished.

—Hull Daily News.

ADMIRAL COLOMB has received from the Treasury £2,500 for his invention of flashing signals.

## SHIPS SPOKEN.

America, s, New York to Jamaica, June 11, off Watling's Island.  
 Atlantic, barque, of Dantzic, all well, June 18, 46 N, 8 W.  
 Alexander Gibson, for San Francisco, June 9, 5 N, 29 W.  
 Alliance, of Liverpool, bound SW, June 23, 48 N, 9 W.  
 Andora, of Liverpool, June 24, 50 N, 7 W.  
 Arbitrator, of Llanelly, all well, 43 N, 56 W.  
 Beatrix, British barque, June 15, 11 N, 19 W, San Fernando.  
 Birnam Wood, British barque, Cape Town to St. John (N.B.), June 14, 37 N, 65 W.  
 Bellclutta, ship, from Glasgow, June 24, 50 N, 7 W.  
 Centurion, English ship, New York to Sydney 10 days, all well, June 10, 33 N, 45 W.  
 City of Benares, ship, June 20, Ushant bearing east 20 miles.  
 Caribou, British barque, June 15, 12 N, 18 W, San Fernando.  
 Candido, for Rio Janeiro, June 11, 13 N, 26 W.  
 City of Benares, English ship, steering south, June 22, 46 N, 9 W.  
 Carniola, barque, West Bay to Sharpness, June 12, off Digby (N.S.).  
 City of Montreal, American ship, steering east, June 20, 49 N, 16 W.  
 Cicero, British barque, Port Nolloth to London 22 days, all well, May 16, 5 S, 18 W.  
 Crofton Hall, ship, of Liverpool, San Francisco to Havre, all well, June 14, 7 N, 27 W.  
 Cynisca, barque, of Glasgow, steering south, June 27, 47 N, 6 W.  
 Citana (7 Gitana), April 23, 35 S, 33 W.  
 Drumbair, of Liverpool, steering NNW, June 24, 49 N, 7 W.  
 Darwin, English four-masted schooner, steering SE, June 11, 10 N, 25 W.  
 Dundale, for Bahia Blanca, June 10, 14 N, 26 W.  
 Doris, schooner, June 18, 46 N, 31 W.  
 Emily A. Davies, barque, June 23, 47 N, 32 W.  
 Edinburgh, English ship, steering south, June 22, 46 N, 9 W.  
 Forfarshire, British barque, Astoria to —, June 9, lat. 36, long. 126.  
 Forfarshire, British barque, Portland (Or.) to Queenstown, June 9, 36 N, 126 W.  
 Faraday, s, June 26, in mid-Atlantic; all well on board.  
 Gwent, s, Boston to Baracca, June 11, off Castle Island.  
 Gowanburn, for Mauritius, May 2, 3 S, 26 W.  
 Gleniffer, of Liverpool, June 30, 40 miles SW by W of the Smalls.  
 Guldaxe, Bordeaux to Miramichi, June 19, 49 N, 36 W.  
 Inverness, barque, of London, June 12, 46 N, 3 W.  
 James G. Pendleton, Boston to Melbourne, April 21, 12 S, 32 W.  
 Janie Gough, barquentine, of Belfast, steering east, June 18, 46 N, 16 W.  
 John Gambles, English barque, June 20, 42 N, 15 W.  
 Jane Richardson, barque, of Brixham, all well, 47 N, 7 W.  
 Kaikoura, s, June 27, 47 N, 7 W.  
 Kamehameha IV., British barque, June 15, 12 N, 18 W, San Fernando.  
 Laurestina, s, June 23, 48 N, 34 W.  
 Loughbrow, s, steering south, June 26, 43 N, 10 W.  
 Lantana, British brig, Port Natal to Delaware Breakwater 24 days, June 15, 34 N, 74 W.  
 Line, for Sydney, June 23, 45 N, 11 W.  
 Lizzie C Troop, Philadelphia to Japan, May 3, 26 S, 28 W.  
 Largo Law, bound south, June 11, 13 N, 26 W.  
 Mysore, Liverpool to Iquique, April 1, off Staten Island.  
 Methven Castle, s, Flushing to Cape Town, off Guernsey.  
 Matabele, s, steering south, June 27, 44 N, 9 W.  
 Moor, s, Southampton to Cape Town, June 23, 48 N, 6 W.  
 Martha Davis, for Honolulu, June 5, 7 S, 31 W.  
 Norham Castle, s, June 25, 31 N, 17 W.  
 Normannia, s, Southampton to New York, June 23, 46 N, 32 W.  
 Naiad, bound south, June 6, 2 S, 31 W.  
 Orontes, British barque, Parrsboro to Sharpness, bound west, June 15, 42 N, 65 W, by the Ethiopia, s, at New York.  
 Orealla, ship, steering NW, all well, June 11, 21 S, 1 E.  
 Octavia, for Quebec, June 22, 48 N, 43 W.  
 Ochertyre, English barque, Cardiff to Algoa Bay, June 11, 10 N, 25 W.  
 Palatine, s, steering west, June 25, 37 N, 14 W.  
 Port Carlisle, for Santa Rosalia, June 15, 3 S, 29 W.

Port Carlisle, Cardiff to California, all well, June 5, 4 S, 29 W (not June 15, as before reported).  
 Port Adelaide, s, London to Australia, June 17, 14 N, 18 W.  
 Penobscot, McCaulder, New York to Penang, all well, June 15, 27 N, 39 W.  
 Parknook, English barque, Antwerp to Valparaiso, 29 days, June 11, 10 N, 25 W.  
 Royal George, ship, of Liverpool, steering south, all well, June 16, 14 N, 26 W.  
 Rollo, British barque, June 15, 11 N, 19 W, San Fernando.  
 Samuel Skoefeld, ship, New York to Batavia, all well, May 15, 16 S, 35 W.  
 Speedwell, June 8, 2 N, 30 W.  
 Sierra Nevada, ship, steering NW, all well, June 16, off Ascension.  
 Tortuga, for River Plate, June 19, 33 N, 17 W.  
 Tyne (H.M.S.), towing two torpedo boats, bound west, all well, June 20, 53 N, 22 W.  
 Valparaiso, barque, June 24, 52 N, 6 W.  
 Wanlock, English barque, London to British Columbia 67 days, April 28, 55 S, 79 W.  
 Yorktown, ship, New York to San Francisco, May 20, 12 S, 35 W.

**A SMACK MASTER DROWNED.**—A sad accident happened on board one of the fishing smacks belonging to Dover, the *Nellie*, on June 30. The captain, named Wood, was helping to reef the mainsail during a very rough sea, when he was jerked overboard and drowned. This is the second similar fatality which has occurred in a week.

**SAILORS AND SUNDAY WORK.**—At the Birkenhead Police Court on July 1, William Tudertor, Charles H. Vickery, Frederick A. Crutchley, and Frederick Walker, appeared in answer to a summons charging them with refusing to obey the lawful commands of Richard May Winter, master of the steamship *Orestes*, at Holmes, on the north coast of Africa. The captain gave evidence that on June 8 he was loading the vessel with bales of esparago grass from lighters at the port in question when the defendants, who had behaved badly throughout the voyage, refused to work unless they were paid overtime. The mate of the vessel stated in evidence that it was usual to pay overtime when men worked at a steam winch on Sunday. The magistrate observed that the captain should have paid them for the work on Sunday, and he considered the men justified in not working. He therefore dismissed the case.

**ALLEGED ASSAULT AT SEA.**—At the Sunderland Borough Police Court on June 26, before Mr. C. Lilburn (presiding), Mr. E. Featherstonhaugh, and Mr. John Kidson (magistrates), James Beynon Thomas, mate of the screw steamer *Densland*, was summoned on three distinct charges of having assaulted Charles Simon, a German, who was the carpenter on board, and John Hunter, master of the vessel, was also charged with having assaulted Simon. The last named also claimed £15 8s. 8d., of which £1 7s. 4d. was waived for medicine, leaving a balance of £14 1s. 4d. for wages. The claim, with the exception of £1 5s. 6d., was admitted, and the charges of assault were denied. Mr. T. W. Brown appeared to prosecute on behalf of the National Seamen's Union, Mr. E. Bell represented the mate, and Mr. R. J. Boning did the same for the captain. Mr. Brown said that Simon was engaged in January last as a carpenter, his wages to be £6 5s. per month. The voyage began on the 23rd of that month, and terminated on June 18. On February 8, while the vessel was at sea, the captain ordered the plaintiff to sharpen his tools. The mate went up to him shortly afterwards, and told him to do something to the lifeboat. He refused, as he was sharpening the tools, and the mate thereupon struck him in the face with his fist. On April 19 the mate complained of some work that the plaintiff had done as being defective, and again struck him in the face. On the way to Ibrail the plaintiff was accused by the captain of stealing some eggs. The vessel arrived at that port, and on May 11 Simon went on shore, returning the same afternoon about four o'clock. When he got on board the captain took hold of him and put his hands behind his back. The mate then struck him a severe blow on the nose, breaking it, an assault which he (Mr. Brown) submitted was the most cowardly ever made by an Englishman, that of striking a man who had his hands held behind his back. Simon was "ironed" and conveyed on shore, where he was taken to the guardroom by the gendarmes, and locked up until Tuesday morning. He was kept without food until the Monday afternoon. The charge of assault against the captain was in his holding the plaintiffs hands until the irons were put on. Witnesses having been heard, the Bench dismissed the charges, and allowed the defendant 12s. as costs for his witnesses.

## IN THE DOG WATCH.

Quite recently one of our correspondents took the Fishmongers' Company to task for the way in which it spends its great wealth. Another correspondent informs us that the fishermen of a distant port, on being invited to send delegates to the conference on the capture of immature fish, which has been held during the week in London, wrote to the Fishmongers' Company asking whether it would pay the expenses of their delegates in coming to London on the occasion.

A reply was received, not from the Fishmongers' Company, but from the National Sea Fisheries Protection Association, stating that it has no funds available for such a purpose. That may be. But the question was put not to it, but to the Fishmongers' Company, which ought to have, if it has not, funds for that purpose. In any case, this shuffling proceeding will simply stimulate the existing curiosity as to the mysteries of the Fishmongers' Company and its funds—a subject that seems greatly to need looking into.

Mr. Nicholson, secretary for the Mersey District of the Seamen's Union, has been induced by Captain Luccock to start a Branch of the Shipmasters' and Officers' Union in Liverpool, where it seems to be very much needed. But Mr. Nicholson is only going to start the Branch. He writes: "They, like the rest of us, have confided too long in philanthropists, expecting such gentlemen to do for them what they should long ago have done for themselves. And now, sir, I am going to announce a public meeting at an early date calling upon all officers who have a spark of manly courage in them to come forward and band themselves together, so that there may be some hope of their long neglected condition being improved; and as soon as they are prepared to appoint a man with a certificate to transact their own business, the better I shall like it."

Surely there must be in Liverpool some officer prepared to devote himself to the duties of the Branch which Mr. Nicholson, seeing the important position he already holds, cannot be expected to attend to permanently. Meanwhile, in undertaking this extra work, Mr. Nicholson deserves the thanks of the officers, and we trust that the start which he is about to make will be a success.

Here we may state that several captains and officers have invited the editor of SEAFARING to speak at a meeting which they intend to hold in London shortly, to promote the objects of the Shipmasters' and Officers' Union. The editor has promised to do so, and a large gathering is expected. The time and place of meeting will be announced in SEAFARING.

From the report of the Fourteenth Annual Meeting of the London Shipmasters' Society, which has just been held, it appears that the chairman complained of the small attendance of members, remarking that while they were very ready to receive assistance from the Society, they were too often unwilling to aid its work. He spoke of the increase which had taken place in the number of members, and said the number of payments had been far

larger during the past year than in any preceding year. But from the report that was read it seems that 484, including 29 honorary members, represent its total membership. That, surely, is a very small number, considering that the Society has been fourteen years in existence, and that the Shipmasters' and Officers' Union already numbers more members, although it is not yet a year old. In the face of such facts, it is clear that in the opinion of the most competent judges the Shipmasters' and Officers' Union is the more useful, and therefore the more successful, of the two organisations.

From the fifty-fifth annual report (1890) of the London Sailors' Home, we learn that during the past year it received at Well-street and at Gravesend 7,798 boarders, an increase of 751 on the previous year. In the bank the cashier has received during the past twelve months £54,568, of which sum £26,259 was forwarded to the institution by seamen when paid off, and £3,719 remitted to their friends, &c., and since 1835, when the Home was opened, the total sum deposited has amounted to £3,231,612. Advance and allotment notes continue to be cashed for the boarders free of any percentage. These have amounted in the past year to £5,386. The shipping agents have obtained employment for 3,500 seamen in London and Gravesend. 423 shipwrecked seamen have been cared for during the year, on behalf of "The Shipwrecked Fishermen and Mariners' Society," whose central office is located at "The Sailors' Home." The health of the boarders in the Home during the year has been good; the medical officer, who attends daily, having had no serious case to report. From this it would appear that the Sailors' Home is in a flourishing condition.

## GOT CERTIFICATES

As Masters or Mates, during week ended 28th June, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Christiansen, Anton	2 M.	London
Kellman, Jas. S.	2 M.	London
Barff, Arthur D.	2 M.	London
Clifton, Hy.	2 M.	London
Jones, Rees	O.	London
Newman, Edwd. J. K.	O.	London
Agnew, Edmund	1 M.	London
Maginnis, Wm. Edwd.	O.	London
Lockstone, Chas. F.	O.	London
Bizze, Jno. C.	O.	London
Holford, Saml. B.	1 M.	London
Searle, Wm. Edwd.	1 M.	London
Beke, Luke W.	1 M.	London
Blakeman, Hy.	1 M.	London
Matzinger, Theodore A.	O.	London
Andersson, Jno. B.	O.	London
Pritchard, B. W. S.	O.	London
Ireland, Joseph W.	2 M.	London
Page, Thos. A.	2 M.	London
Stewart, Robt. Wm.	1 M.	Liverpool
Orton, Jno. Hy.	1 M.	Liverpool
Evans, Wm.	1 M.	Liverpool
Iven, Wm. D.	1 M.	Liverpool
Evans, Evan Thos.	1 M.	Liverpool
Greenhalgh, Harold H.	O.	Liverpool
Sealy, Inman	Ex O.	Liverpool
Wood, Wm. Edwd.	Ex C.	Liverpool
Lewis, Thos.	O.	Liverpool
Dunn, Jno.	O.	Liverpool
Fyfe, Geo.	O.	Liverpool
Murray, Fredk.	O.	Liverpool
Cran, Francis	O.	Liverpool
Colville, Wm.	2 M.	Aberdeen
Lees, Alexr.	2 M.	Aberdeen
Swanson, Chas. Jno.	2 M.	Aberdeen

Name.	Grade.	Examining Board.
Durham, Jas.	2 M.	Aberdeen
Dow, Alexr.	1 M.	Aberdeen
Northell, S. O.	O.	Aberdeen
Winchester, Jas.	1 M.	Aberdeen
Watson, Jas. P.	1 M.	Aberdeen
Smith, Alexr.	2 M.	Aberdeen
Norton, Geo. T.	2 M.	Greenock
McGregor, Jas. R.	2 M.	Greenock
Coghlin, Alexr.	2 M.	Greenock
McCaish, Jas.	1 M.	Greenock
Lewis, James.	2 M.	Newport
Phillips, Wm. Jas.	2 M.	Newport
Ring, Theodor P. A.	2 M.	Newport
Downes, Fredrick	2 M S S.	Newport
Kenmond, Geo. Wm.	O.	Newport
James, Evan	O.	Newport
Brisco, Robt. Wm.	1 M.	Newport
Matthews, Wm. Hy.	2 M.	Plymouth
Cole, Jno. R.	O.	Plymouth
Williams, Jno.	O.	Plymouth
Richardson, Daniel	O M S S.	Sunderland
Phillips, Wm.	O.	Sunderland
Stubbs, Francis Jno.	1 M.	Southampton
Lamont, Daniel R.	O.	Belfast
Hudson, Fredk. Wm.	2 M.	Hull
Dawson, Geo. Hy.	O.	Hull
Lawson, Hy.	1 M.	Hull
Turgoose, Robt. Wm.	O.	Hull
Gray, Jas.	2 M.	Leith
Dick, Alex. N.	2 M.	Leith
Ross, Wm.	O.	Leith
Mowatt, Daniel	1 M.	Leith

## HOME TRADE.

Quinn, Geo.	Master	Liverpool
McLean, Neil	Mate	Greenock
Ewing, Thos. M.	Master	Greenock

## ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Kean, Alf.	2	London
Barnett, Wm.	2	London
Tweney, Wm. E.	2	London
Young, Jas.	1	London
Wilson, David	1	London
McPhee, Duncan	2	Liverpool
Burnham, Oliver Tom	2	Liverpool
McWhannell, Robt.	2	Liverpool
Lloyd, Robt.	2	Liverpool
Christie, Wallace G.	1	Liverpool
Beacroft, Geo. F.	1	Liverpool
Williams, Jno.	1	Liverpool
Graham, Joseph S.	1	Liverpool
Matthews, Wm. Hy.	2	North Shields
Smith, Matthew	2	North Shields
Legat, Chas. E.	2	North Shields
Easter, Saml. H.	2	North Shields
Yates, Edwd. P.	1	North Shields
Crawford, Geo. A.	1	North Shields
Hawes, Wm.	2	Sunderland
Henderson, Alexr.	2	Sunderland
Richmond, Walter	2	Sunderland
Jackson, Chas. A.	2	Sunderland
Ellerington, Jno.	1	Sunderland
Hunter, Robt. Jno.	1	Sunderland
Cleugh, Andrew	1	Sunderland
Tully, Andrew	1	Sunderland
Taylor, Timothy	1	Sunderland
Wetherall, Thos.	1	Sunderland
Surtees, Edmond C.	2	Sunderland
Beaden, Dacres C.	2	Southampton

FISHERIES CONFERENCE.—An International Conference, convened by the National Sea Fisheries Protection Association, was opened at Fishmongers' Hall last Tuesday, under the presidency of Sir Edward Birkbeck, with the object of discussing the remedial measures necessary for the better preservation and development of the fisheries in the extra territorial waters of Europe. There appeared to be a general opinion in favour of stopping the practice of taking immature trawl fish, and measurements were suggested for marking the limit below which soles and other fish should be regarded as immature. The Conference was continued on Wednesday when a resolution was passed affirming the desirability of holding an official International Conference of Maritime Powers, with a view of concluding a convention for the prohibition of the capture and sale of undersized flat fish within their respective jurisdiction. In the evening the members of the Conference were entertained at a banquet by the Fishmongers' Company. Some of the fishermen's delegates had a conference with the editor of SEAFARING, with the result that he agreed to advocate their cause.



## SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

*Aberdeen, Hull, Dundee, and South Shields Branch reports, also a Law Case from Sunderland, received on Thursday afternoon too late for publication, will appear next week.*

### LONDON DISTRICT.

At the meeting of the Tidal Basin Branch, held in the School-room, Tidal Basin, June 27, Bro. Starr, president, in the chair, after the enrolling of new members and the adoption of the minutes, the correspondence was read, including a letter from the Mechanical Labourers' Union, and also from the Stevedores' Protection League, the latter wishing to know if we would meet them with banner and regalia to welcome them home on the occasion of their annual excursion. It was proposed, seconded, and carried that we attend. A letter was read with reference to the Poplar Hospital demonstration on Sunday, July 6; resolved that we attend. It was then proposed by Bro. Inrie, seconded by Bro. Thornton, and supported by Bro. T. M. Walsh, and carried unanimously amidst prolonged cheering, that we tender a hearty vote of thanks to our Grand Old Man, Mr. Samuel Plimsoll, for the manner he has fought for the seamen of this country in the passing of the Load Line Bill, and for the good he has done in years past. The election of officers then took place as follows: president, Bro. Starr 57 votes, Bro. Steven 6; Bro. Starr was declared duly elected. Vice-president, Bro. Bone 9 votes, Bro. McGrath 46 votes; Bro. McGrath being declared duly elected. Bros. Clark, Lowe, and Brown were nominated for outside sailor delegate, but Clark refusing to stand Lowe and Brown run—Lowe got 22 votes, Brown 40; Bro. Brown was therefore duly elected. The following were duly elected the Branch committee: Bros. Sidaway, Starkey, M'Dade, Robertson, M'Allister, Smith, Mansfield, Murphy, Bone, Inrie, Pike, Kelly, Carter. Auditors: Bro. Brown nominated Bro. J. Clark, Bro. Starr nominated Bro. Douglas. Proposed by Bro. Starkey, seconded by Bro. M'Allister, that the nominations stand open till next meeting night; carried.

The following correspondence has appeared in a London paper:—

Will you permit me to call attention to what I must term some very arbitrary orders that have emanated from the Sailors' and Firemen's Union. When a steamer is lying in dock and undergoing repairs there are usually a number of mechanics' labourers employed in the machinery department for slinging and lifting gear. The majority of these men, to my knowledge, belong to Labour Unions, principally the Dock and Riverside Labourers' Union. Now orders are circulated that these men are not to work in the engine or boiler rooms unless they belong to the Sailors' and Firemen's Union, and that only firemen are to be so employed. This is very unjust; they are men without experience in the mechanics' labourers' work, and very often a number of lives are endangered when heavy weights are hoisted in a clumsy manner. At the same time it is doing the usual men out of their work, and no satisfaction is given to the employers, who are liable for all accidents incurred through any incompetency. In calling the attention of others to this state of affairs, I am not expressing a hostile opinion against Trades Unions. They do a lot of good, but they must not abuse their power. Hoping you will give space for the insertion of these statements, and that the remedy will come from the Sailors' and Firemen's Union.—I am, etc.

—MARINE ENGINEER.

Will you allow me space in your valuable paper to briefly answer "Marine Engineer's" remarks re Sailors' and Firemen's Union? If your correspondent is what he signs himself, a "Marine Engineer," he must know that the work the Union firemen claim to do is just the same kind of work they are required to do at sea, or in foreign ports. How often has "Marine Engineer" seen a breakdown at sea? and how often in such an event has he been able to get mechanics' labourers to assist him, other than those he would be able to get from the fo'castle, the stokehole, and the engine-room? To say that our firemen "are without experience in the mechanics' labourers' work," only shows that "Marine Engineer" has about as much experience of our men and their work as he says they have of mechanics' labourers' work. For the information of your correspondent I wish to state that when the

ship's engineers have the employing of this class of labour, they always employ our Union men. This remark also applies to superintendents. In fact, the men referred to as mechanics' labourers by "Marine Engineer" are only employed by owners of fitting shops who employ them because they can get them cheaper. The Orient, the Pacific, and all other companies who do their own repairs, employ our Union men. In my opinion this points to one of two things—either our men have the experience your correspondent says they lack, or else the owners, superintendents, and engineers referred to above have not that keen business capacity for which we have hitherto given them credit. One other remark and I am done. If dock labourers, agricultural labourers, and navvies, are to do our work while the vessels are lying in port, what are our men to do during this time? Wait until the ship is ready for sea again, no doubt your correspondent will answer. My answer to that will be found in the resolutions passed at our Branches. If we are not allowed to work on vessels while in port, we will refuse to take them to sea.—I am, etc., T. M. WALSH, London District Secretary, N.A.S. & F.U.

The usual weekly meeting of Green's Home Branch was held at the Wade's Arms on Thursday, June 26, at 8 p.m., Mr. Whitehead in the chair. The 30 members joined during the week were duly enrolled. The firemen engaged in D. Currie & Co.'s steamers complained of the hour of starting work in the morning. It was decided that the men employed in the Castle Packet Co. start at 7 a.m., and that the superintendent engineer be notified to that effect. The following were elected officers for the next half-year: Mr. A. Hughes, president, Mr. Whitehead, vice-president, Mr. A. Mercer, secretary, Mr. Matthewson, assistant-secretary, Mr. P. Power, firemen's delegate, Mr. A. Palmer, seamen's delegate. For the office of treasurer Mr. Geo. Fysh and Mr. Andrews were nominated; the latter's nomination was, however, withdrawn, and on it being put to the vote that Mr. Fysh be re-elected treasurer, 7 voted for, and 32 against his election. The election was put back till next meeting, when fresh nominations will be taken. Other important business kept the meeting open till 10 p.m.

In SEAFARING of June 21 we mentioned that at the Thames Police Court Henry Kruger, of the "Britannia" beer-house, 235, High-street, Shadwell, was summoned for being concerned with Henry Morgan, of the same address, who was brought up on a warrant, in forging and uttering a certain request for the payment of Army Reserve pay due to James Gallipher, a seaman, staying at 13, Jeremiah-street, Poplar. Mr. George Hay Young, solicitor, prosecuted on behalf of the Seamen's and Firemen's Union, and Mr. John E. Waters defended. We also mentioned that the magistrate committed both prisoners for trial. On the 26th June, at the Old Bailey, the above Henry Kruger was sent to prison for six months. The charge against Henry Morgan was withdrawn. Mr. Fulton prosecuted on behalf of the Sailors' and Firemen's Union.

It is reported that in the Chancery Division of the High Court of Justice, before Mr. Justice North, on June 27, Mr. Jenkins moved on behalf of Mr. J. H. Wilson, the general secretary, as representing the Executive Council of the National Amalgamated Sailors' and Firemen's Union, for an injunction to restrain Robert Plessance, secretary of what used to be the Tower Hill Branch, and other officials of that Branch, from receiving money from members of the Union, and otherwise acting in its name. The application arose out of the long-standing dispute between the Executive Council and the Rebel Branch of the Union. The learned counsel, after referring to the proceedings before the magistrates at the Thames Police Court, said that as it would be some time before the case to be stated by the magistrate could come on for decision, it was desirable in the interests of the Union that the defendants in the meanwhile should be restrained from acting in the name of the Union. After listening to a long legal argument, Mr. Justice North dismissed the application.

Before the Recorder (Sir Thomas Chambers, Q.C.), at the Central Criminal Court, on Saturday, William Wall, residing at Grays, Essex, was charged with having on April 5, at Tilbury, unlawfully intimidated James Thompson to abstain from taking employment as a fireman on the steamship *Oroya*, belonging to the Orient Company. It may be remembered that this case was tried at the E-sex Quarter Sessions, held at Chelmsford on the 21st and 22nd of last month, when the jury disagreed. On the application to the High Court of the prisoner's counsel the case, in which important points of law were involved, was subsequently removed to the Central Criminal Court. On Saturday Mr. Malcolm Douglas prosecuted, and Mr. Besley appeared for the prisoner. In opening the case, Mr. Douglas said that the prisoner was charged with intimidating

the prosecutor from doing an act which he had a perfectly legal right to do, namely, taking employment on the steamship *Oroya*. The Act under which he was charged was known as the Conspiracy and Protection of Property Act, passed in 1875 in consequence of the strikes which were then prevailing in the country, and for the purpose of increasing to some extent the rigour of the common law with regard to what was known as picketing—workmen endeavouring to prevent these in the same line of work as themselves from taking lawful employment. After giving particulars of the alleged intimidation, which have already been fully reported, the learned counsel said that there was a reason for the defendant's extraordinary conduct. There had been a dispute, which had given rise to a great deal of litigation, between the Executive Council of the Seamen's and Firemen's Union and the Tower-hill Branch, and the case was now pending in the High Court. The Tower-hill Branch was not now in communication with the head office, and it was, it appeared, really because the prosecutor was a member of that Branch, that he was not permitted to go in this vessel. The defendant was the secretary of the Grays Branch of the Union. Mr. Besley objected to the indictment, asking the Recorder to quash it, on the ground that it showed upon the face of it that the prosecutor was a seaman. The Act did not apply to seamen, who were expressly excluded from its operations. At the trial at Chelmsford Sir H. Selwyn Ibbetson, who presided, upheld Mr. Douglas's contention, that a man was not a seaman until he had signed articles, but consented to state a case on the point for the opinion of the High Court. Mr. Besley also objected to the indictment on the ground that it was defective, because the words of the section under which it was framed, "with a view to compel" which were essential, had been omitted. Mr. Douglas held, that as the objections raised by Mr. Besley had been disposed of at the previous trial, and that as the prisoner had pleaded to the indictment, the Recorder should allow the case to go on. He (the learned counsel) was not responsible for the form of the indictment, which had been prepared in the ordinary way by the officer of the court. At the Chelmsford trial Sir H. Selwyn Ibbetson decided that the Court had the power to amend the indictment, and cured the defect now complained of by Mr. Besley, by the insertion of the words "with a view to compel him" before the words "to abstain." After some further argument, the Recorder said that in his opinion the indictment was a bad one. He, therefore, sustained the objections put forth by Mr. Besley, quashed the indictment, and ordered the prisoner to be discharged.

### BIRKENHEAD BRANCH.

The usual weekly meeting took place on the 25th ult., Mr. S. Clegg in the chair, Mr. H. Stedding in the vice-chair. The minutes of the previous general meeting, correspondence and financial statement were confirmed. The secretary at some length explained respecting the death of Bro. John Kale, fireman, s.s. *Palinurus*, who died at sea on the 14th of June, four days after leaving the river, and after some remarks from several members it was moved by Bro. Ben Harris, seconded by Bro. James Brown, "that the secretary institute inquiries, and the case be again brought up at the next general meeting." This was carried. Mr. T. Tetley, visiting member, dwelt at some length on the conduct of the members of the Union whilst in the performance of their various duties, whether at home or abroad, at the same time urging upon members the dire necessity of strictly adhering to the rules laid down by the Union, and after some useful remarks from Bro. D. T. Kenny respecting the same, the meeting adjourned, after according a hearty vote of thanks to the chairman and visiting members.

For continuation of Branches see page 11.

**LAST YEAR'S DOCK STRIKE.**—The Dock, Wharf, Riverside, and General Labourers' Union have addressed the following circular to the East London Trades Unions:—"Recognising the vast influence our great strike of last year has had upon the labour movement, and the immense advantage gained by its means, we are anxious that the anniversary of its commencement should not be allowed to pass unnoticed by us. We, therefore, intend celebrating it in August next by means of a large and representative demonstration. We shall be glad if your Society will co-operate to make this demonstration as great a success as possible. We shall also be glad to know, if you are agreeable to take part in it, whether we should celebrate it on Thursday, Aug. 14, the actual day on which the strike took place, or whether you would prefer that it be on the following Sunday, Aug. 17."

# SEAFARING MEN

SHOULD JOIN WITHOUT DELAY,  
AS THE  
ENTRANCE FEE IS BEING RAISED,  
THE  
NATIONAL AMALGAMATED  
SAILORS' AND FIREMEN'S UNION  
Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

**AMBLE.**—G. H. Guthrie.

**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.

**ARDESSAN.**—W. Galbraith, 50, Princes-street.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

**BARRY DOCK.**—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

**BELFAST.**—R. Price, 41, Queen-square.

**BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

**BLUTH.**—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Bluth.

**BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

**BOSTON.**

**BRISTOL.**—T. J. Dancey, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Tristram, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

**CALCUTTA.**—70, Bentinck-street.

**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

**CORK.**—Michael Austin, 6, Patrick-street.

**DROGHEDA.**—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

**DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

**DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.

**DOVER.**—Albert Martin, 33, Bartholomew-street, Charlton, secretary. Meeting, 13, Commercial-quay.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

**GOOLE.**—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

**GREENOCK.**—E. Donnelly, 16, East India Breast.

**GRANGEMOUTH.**—Edwin Cowie, Seamen's Union, 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., in Public Institute.

**HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.

**KING'S LYNN.**—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

**LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

**LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL (North End).**—T. Connerty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 20, Forsyth-street.

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**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 20, Forsyth-street.

**PLYMOUTH.**—D. J. Evans, National Sailors' and Firemen's Union Office, Forester's Hall, Notte-street. Meetings, Friday evening, 7 p.m. at the office.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

**SHIELDS (North).**—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

**STOCKTON-ON-TEES.**—Jas. Skerratt, 13, Wharf-street, secretary. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st. Meeting, Friday evening, at 7 p.m., at office.

**WHITBY.**—Paul Stamp, agent, Fleecce Inn.

**WHITSTABLE.**—J. Donovan, Ludgate Hill.

**WHITEHAVEN.**—John Smith, Maryport.

**WORKINGTON.**—John Smith, Maryport.

**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

## SHIPMASTERS AND OFFICERS

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OR  
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29 & 30, ST. MARY STREET.

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SYSTEM OF BUSINESS.—All goods marked plainly at

the lowest cash price. One price, no abatement.

Goods not approved of exchanged or money returned.

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lower than other shops who employ these men.

NOTE ADDRESS

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96 & 97, COMMERCIAL ROAD, NEWPORT

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**P. WOMERSLEY,**  
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 AND  
**SHIRT MAKER,**  
 32, 33, 34, 37, & 39, Victoria Dock-rd.,  
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ESTABLISHED 1856.

**SAMUEL & CO.,**  
 140, BUTE ROAD CARDIFF,

AND AT

**STATION ROAD, BARRY DOCK**  
 (Between Andrew's Coffee House & Dock Station).

**TAILORS, OUTFITTERS, & BOOT MAKERS.**  
 THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and  
 Marine Glasses always in Stock.

**ADVANCE NOTES CASHED FOR 1s. IN THE  
 POUND.**

N.B.—Special terms have been arranged  
 for all Members of the Seamen's Union.

**SAFE ANCHORAGE.**  
**WHERE TO BOARD.**

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.

CARDIFF.—Seamen's Institute, West Bute-street.

HULL.—Mr. J. Ward, 17, Osborne-street.

LONDON.—Mrs. C. Marrington, 76a, Minories  
 (for officers).

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SOUTH SHIELDS.—Sailors' and Firemen's Union  
 Boarding-house, 81, East Holborn.**BRISTOL BRANCH.**

NOTICE TO MEMBERS.

The above Branch is removed from  
 45 to 41, Prince Street. Union flag  
 hoisted. All communications please  
 address "41, Prince Street, Queen  
 Square."

T. J. DANCEY, Secretary.

**NOTICE TO SECRETARIES.**

WILLIAM HENRY WEAVER, A.B., o. 155, has  
 been expelled from the Plymouth Branch.

D. J. EVANS, Secretary.

**GRANGEMOUTH BRANCH.**

NOTICE.

All communications for this Branch must be  
 addressed to "E. D. COWIE, Seamen's Union,  
 6, South Charlotte Street, Grangemouth."

ALL SEAMEN COMING TO GRIMSBY,  
 GO TO

**JOHN ODLING,**  
 TAILOR, CLOTHIER, & OUTFITTER,  
 10, CLEETHORPE ROAD,  
 GRIMSBY.

**J. J. HERDMAN,**  
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 Keeps a good and well-assorted Stock of  
**SEAMEN'S OUTFITTING.**

Special Attention given to the  
**SPECIAL MEASURES TAILORING DEPARTMENT.**

YOUR ORDERS RESPECTFULLY SOLICITED.

Note Address.—HERDMAN, CHAPEL STREET

**TOWER HILL BRANCH.**

NOTICE TO MEMBERS.

The above Branch is to be  
 removed to more commodious pre-  
 mises immediately over Lockhart's  
 Cocoa Rooms, on Tower Hill, where  
 members will find every convenience  
 for reading the news or writing  
 letters while waiting for their ships  
 to sign or pay off.

All communications after Mon-  
 day, June 9, to be addressed to  
 "17, King-street, Tower Hill."

J. WILDGOOSE,  
 Secretary.

**SAILORS' AND FIREMEN'S UNION**  
**TOWER HILL BRANCH.**

IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-  
 GOOSE, 1, KING STREET, over Lockhart's  
 Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET,  
 on and after January 31, 1890, WILL NOT  
 BE RECOGNISED AS A PAYMENT TO THIS  
 UNION.

All Members of the Tower Hill Branch are  
 invited to attend the Meetings of the Green's  
 Home Branch, at Wade's Arms, Poplar, on  
 Thursday evenings, at 8 p.m., until further  
 notice.

Signed on behalf of the Executive Committee,  
 J. H. WILSON,  
 General Secretary.

**NOTICE TO SECRETARIES**

OF THE

**SEAMEN'S & FIREMEN'S UNION.**

Watch the S.S. "Blackwater," and report  
 to John Dench, secretary, DUBLIN, in  
 what port she will be found.

**ROYAL ALBERT MUSIC HALL.**  
 VICTORIA DOCK ROAD, LONDON.

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 Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.;  
 Upper Circle, 4d.; B. loony, 4d.

The Hall can be hired for Benefits on reasonable terms;  
 apply to the Proprietor. Persons travelling by train allowed  
 3d. on production of ticket.

**GRAYS BRANCH BANNER FUND.—A DRAW**  
 Will take place on MONDAY, AUGUST 11,  
 1890, in aid of the above Fund.

PRIZES:—1st, £20 Bank of England Note; 2nd, Silver  
 Lever Watch; 3rd, Washing and Wringing Machine, and  
 other Prizes.

TICKETS 3d. EACH, can be obtained from any Branch sec.,  
 or direct from 18, Charles-street, Grays. The Prizes are  
 guaranteed by the Committee, and will be drawn for at a  
 Public Meeting. The winning numbers will be published  
 in SEAFARING of Aug. 16, 1890.

PHILIP JOHNSTON, Hon. Sec.

**NOTICES.**

"SEAFARING,"

Published every Saturday, price One Penny,  
 Will be sent to any part of the United Kingdom  
 post free, at the following rates of subscription:—  
 Twelve Months ... .. 6s. 6d.  
 Six Months ... .. 3s. 3d.  
 Three Months ... .. 1s. 8d.

SEAFARING will be sent at the same rate, post  
 free, to any of the countries comprised in the Postal  
 Union.

All subscriptions must be paid in advance.

**TO CORRESPONDENTS.**

Correspondents must write on one side of the  
 paper only anything meant for publication, and  
 address, not to 36—40, Whitefriars-street, but to  
 150, Minories, London, E.

All communications should be addressed to  
 ARCHIBALD COWIE, SEAFARING Office, 150,  
 Minories, London, E., to whom remittances must  
 be made payable. (Post Office Orders at Minories,  
 London, E.) The Editor declines all responsibility  
 for rejected manuscripts, although when stamps  
 are enclosed he will endeavour to return such  
 matter as he may be unable to use.

**ASSISTANT EDITOR WANTED.**

**WANTED** for SEAFARING, an Assistant  
 Editor; must have had practical  
 experience at sea, and produce evidence  
 that he is devoted to the cause of Liberty,  
 and be able to write rapidly from dictation,  
 or to compose original matter; knowledge  
 of Scandinavian languages, English and  
 American Merchant Shipping, and Libel  
 Laws desirable; a fair general education  
 necessary.—Apply by letter only to  
 A. Cowie, 150, Minories, London, E.

**NOTICE TO CORRESPONDENTS.**

The Editor of SEAFARING begs to remind his  
 Correspondents that they will save him expense  
 and trouble by sending in their communications  
 as early in the week as possible. Matter reaching  
 him so late as Thursday, cannot always be  
 inserted.

**Seafaring.**

SATURDAY, JULY 5, 1890.

**LICENSES TO SUPPLY  
 SEAMEN.**

The 146th Section of the Merchant Ship-  
 ping Act, 1854, empowers the Board of  
 Trade to grant to such persons as it thinks  
 fit licenses to engage to supply seamen or  
 apprentices for merchant ships in the United  
 Kingdom, to continue for such periods, to  
 be upon such terms, and to be revocable upon  
 such conditions as such Board may think  
 proper. The term "seaman" includes  
 every person employed or engaged in any  
 capacity on board any ship, with the excep-  
 tion of masters and apprentices duly inden-  
 tured and registered. The Board of Trade  
 issue licenses for the period of one year.  
 This year they have thought fit to revoke, or  
 rather, to decline to renew, the licenses held  
 by the superintendents of the Sailors' Homes  
 in London (as well as other licenses), which  
 has aroused a certain amount of feeling  
 amongst the shipowners, headed by Mr.  
 Scrutton, who have invoked the London  
 Local Marine Board, of which body Mr.  
 Scrutton is the chairman, to intercede with a  
 view of these superintendents retaining  
 licenses, but without success. The action  
 of the Board of Trade has been commented

upon by contemporaries, one reason assigned as the cause for the withdrawal of the licenses being that the Union were endeavouring to obtain a license for each of their Branch secretaries. For the year ending Dec. 31, 1889, besides those holding licenses to supply boys from industrial and other schools and training ships, there were licensed—the London Sailors' Homes in question and Liverpool Sailors' Homes to supply men residing at these Homes only, and at Liverpool there were eight boarding masters licensed to supply seamen from their "Licensed Boarding Houses." We presume this means houses licensed by the Local Sanitary Authorities under the Merchant Shipping Act, 1883. No licenses were granted to persons at any other of the outports. These licensed agents are precluded from receiving any remuneration from any seaman or apprentice seeking employment as such, or from any person on his behalf, under a penalty not exceeding £5 for every such offence (Merchant Shipping Act, Section 148). However, it may be an incentive for seamen to board with those persons who hold such licenses, to the detriment of other boarding-masters who may be equally honourable in their calling, though not holding a license. The same may be said of Sailors' Homes, taken as business concerns; therefore it is quite possible to hold out the license as a business attraction.

Now, if we view the list of persons to whom these licenses have been granted, it can scarcely be conceived otherwise than that the Union Branch secretaries, if any licenses be granted at all, would be most fit and proper persons to hold the same. In the first place they would have no sort of pecuniary interest in the supply, such as may be said of boarding-masters, though, of course, it would mean the supply by them of none but Union men which would be an advantage to masters and owners, seeing the restrictions placed upon defaulters by the rules of the Union. In fact, they would be a kind of guaranteed men. Again, the secretary at each port, having an office strictly confined to seamen, would be able to muster, we may say, all the seamen seeking employment at that port; for the number not doing business at the Union office is infinitesimal. Moreover, should the Board of Trade see fit to grant to these secretaries a license, it could only be considered equivalent to an increase of one, for, as before remarked, there is not one held at either of the outports. We think the Union Branch secretaries have a prior and far more disinterested claim to either the representatives of Sailors' Homes or boarding-houses. As will be seen from the section of the Act quoted respecting the grant of licenses, absolute power is vested in the Board of Trade, and we shall watch with interest any further proceedings they may take.

The secretary of the London Shipowners' Society has recently written the Board of Trade requesting an interpretation of certain points of the law on the subject of supply. The reply is quite an official one, and perhaps does not go quite so far as the owners would desire; but they must be aware that the Board of Trade will not forego their powers to proceed against any persons who may become amenable to the law to the favour of shipowners who may employ unlicensed persons to supply the crews of their ships. The Board of Trade could not well have replied otherwise than they did respecting the point sub-

mitted; they stated that "so long as the agent is the *bona fide* servant of the ship-owners, he can be employed to supply seamen and will not be interfered with." This is simply a repetition of the words of the Act. It must, however, be read as the "servant" of the owner of the ship for which the men are supplied. The Society, though, went further still, and asked them to interpret the law as recognising "such servant in an agent at an outport who had been for a period of at least twelve months the recognised agent of a shipowner, who, whilst not residing in the port, was frequently sending his vessels to such port." This the Board of Trade declined to do, saying that "so much would depend upon the circumstances of the particular cases."

It is quite clear that the interpretation of the law must be decided by the justices adjudicating on any case brought before them, who would apply the same, taking into consideration all the circumstances of the case then before them. The unlicensed person who supplies seamen is not the only one liable to penalties, but also the person who employs him, likewise the person who receives or accepts the seamen to be entered on board the ship. The law on the matter as contained in the 147th Section of the Merchant Shipping Act is, that "If any person not licensed, other than the owner, master, or mate of the ship, or some person who is *bona fide* the servant and in the constant employ of the owner, or a shipping master duly appointed, engages or supplies any seaman or apprentice to be entered on board any ship in the United Kingdom, he shall, for each seaman or apprentice so engaged or supplied, incur a penalty not exceeding £20. Also, if any person employs any unlicensed person, other than persons so excepted as aforesaid, for the purpose of engaging or supplying any seaman or apprentice to be entered on board any ship in the United Kingdom, he shall for each seaman or apprentice so engaged or supplied, incur a penalty not exceeding £20, and if licensed shall in addition forfeit his license. Further, if any person knowingly receives or accepts to be entered on board any ship any seaman or apprentice who has been engaged or supplied contrary to the provisions of the Act, he shall for every seaman or apprentice so engaged or supplied, incur a penalty not exceeding £20. This appears lucid enough, and owners and others should have no difficulty in keeping within "the letter of the law."

**THE LOAD-LINE ACT.**—A largely attended meeting of shipowners has been held in Glasgow, for the purpose of carrying out the clause of the Act which provides for the formation of corporations or associations for the survey or registry of shipping. Mr. Dunlop, of the Allan Line, was voted to the chair, and after a brief statement, giving the history of the Act, and the powers conferred on the Board of Trade in connection therewith, the following resolutions were unanimously adopted:—(1) Moved by Mr. Anderson, of the Anchor Line, seconded by Mr. John Craig, "That this meeting resolves to form an association for the survey or registry of shipping under the Merchant Shipping Act, 1890;" (2) moved by Mr. H. W. Little, and seconded by Mr. George Sloan, "That the association be incorporated by license from the Board of Trade, under section 23 of the Companies Act, 1867, and that the following gentlemen be appointed a committee with powers to take all necessary steps for the formation of the association, and to report to a subsequent meeting." The committee consists of about 30 members, representing liners, sailing ships, cargo steamers, coasting steamers, shipbuilders, and engineers. A vote of thanks to the chairman terminated the proceedings.

## NAUTICAL NEWS.

FISHING boats at Westray and Papa Westray have picked up enormous quantities of buoys and nets at Westray.

A REPORT of the Panama Canal Commission estimates that the construction of the Canal on the calculated levels would cost 1,737 million francs.

THE disastrous gale of last week, as far as is yet known, makes a loss of 30 lives. All the Orkney boats are now accounted for, and only one crew has been drowned.

THE famous old American clipper *General McClellan*, which has been in the East India and Atlantic trade for many years, has arrived at Philadelphia, where she will be cut down into a coal barge.

It is stated that mutiny has occurred on board the Danish steamer *Anderssen*, in Copenhagen roads, supposed to be connected with the sailors' and firemen's strike. The men were arrested, and the ringleaders sentenced to three months' imprisonment.

At the Liverpool Court of Bankruptcy, Mr. Registrar Bellringer granted a receiving order, on the debtor's own petition, and also an adjudication in bankruptcy in the matter of Richard Atkinson, master mariner, of the ship *William Graham*, now residing at Garston.

AN accident occurred on Saturday morning to the *Osteed* boat, which occasioned considerable anxiety owing to her late arrival. When off the Goodwin Sands one of the paddle wheels broke down, and the vessel reached Dover with great difficulty, being over two hours late.

THE action of the Southend Dock Labourers Union, Liverpool, in passing a resolution not to do any work usually performed by the sailors and firemen in the event of the latter turning out on strike, has been endorsed by the joint committees of the other branches, and the latter have resolved to adopt a similar course of action.

The President of the Board of Trade will, on July 11, receive a deputation from the Chamber of Shipping of the United Kingdom upon (1) incidence of light dues, (2) right of appeal to shipowners from decisions of Wreck Commissioner's Court, (3) international load-line, (4) grievances of shipowners engaged in the Atlantic passenger trade, (5) crimping in United States ports, (6) "signing on" of seamen on articles, etc.

THE lampers belonging to the local Branch of the Dockers Union at Torquay have demanded an increase of pay from 6d. to 8d. per ton between 6 a.m. and 6 p.m., and 9d. after the latter hour. The coal merchants ignored the Union's representatives, but wanted to discuss the matter with the men, who refused to meet them. The steamer *Torquay* was expected at the port, but the owners, believing that the men would not discharge the vessel, sent it on to Dartmouth.

At Grimsby, on June 26, Jacques Hull'an, master of the French fishing smack *L'Etoile du Nord*, was fined three guineas, including costs, for fishing within the three-mile limit off the British coast, and Francois Chappi, master of the French fishing-smack *Auguste*, was fined £5 for a similar offence on June 1, and £5 for a like offence on June 18, and ordered to pay £10 for damage to the gear of the Grimsby whelk smack *Miss Leck*, £10 and £1 3s. costs, to be enforced by seizure and sale of the vessel.

THE Custom-house authorities have, under the powers of the Customs Consolidation Act, issued orders that all vessels under 100 tons register, whether decked, half-decked, or open, shall have the name of the owner and port of register painted on the stern in Roman letters at least two inches long. The penalty for neglecting this order is the confiscation of the craft. The order does not apply to yachts belonging to a recognised club, or to rowing boats belonging to ships, but it includes even a punt if owned by a private person.

THE Trinity steamer *Argus* has again been out in search of a floating wreck, with stern only showing, reported to be held by her anchors in 17 fathoms of water outside the Doggerbank. The wreck was found in the position reported, with the spars fast to it, and very dangerous to navigation. Operations were at once commenced for dispersing the wreck, and continued all day, and the obstruction was ultimately cleared away, leaving a depth of eight fathoms over the remains. This is the third floating wreck in the North sea which the Trinity vessel has dispersed during the past month.



## SAILORS' AND FIREMEN'S UNION.

Continued from page 7.

### LIVERPOOL BRANCHES.

At the weekly meeting of the South End Branch June 30, Mr. H. R. Taunton in the chair, Mr. J. Ball in the vice-chair, the minutes of previous meeting were confirmed. The correspondence was next read and duly considered. The financial statement for week was next read and accepted. The meeting then considered the general secretary's appeal for a levy of ten shillings per member for the general protection of the members of the Union in case of emergency, to be paid in instalments of sixpence and upwards. After various opinions had been expressed by different members, it was moved by Mr. J. Bygrows that the ten shillings be paid as the members feel disposed, so long as it is paid within six months; seconded by Mr. T. Fone, supported by Mr. F. Lowe, and carried unanimously. The chairman proposed a new honorary member, viz., F. H. Taunton, who was prepared to pay one guinea. It was moved by Mr. T. Richards that F. H. Taunton be accepted; seconded by Mr. T. Tittley, and carried. The question then arose as to our present action with regard to the request sent in to the Steam Shipowners' Association, as to Union men refusing to sign with non-Union men. It was moved by Mr. F. Lowe that we are not prepared to stoutly refuse to sign with non-Union men; seconded by Mr. J. Bygrows. Moved as an amendment by Mr. T. Richards that we adhere to the request; seconded by Mr. T. Bernard, and, on being put to the meeting, there were for the amendment 27, and for the motion 25, therefore the amendment was carried. The re-election of officers was next dealt with, and Mr. F. Lowe moved that the resolution electing Mr. H. R. Taunton chairman for the ensuing six months be further confirmed; seconded by Mr. T. Bertrand, supported by Mr. A. Duncan, and carried unanimously. Moved by Mr. T. Tittley, that a revising committee be appointed; seconded by Mr. J. O'Keefe, and carried. Moved by Mr. Tittley that Mr. A. Duncan be one of the revising committee. Mr. Bygrows moved that Mr. S. G. Brown be one. Mr. Brown moved that Mr. Bygrows be one. Mr. F. Lowe moved Mr. T. Tittley as one. Mr. Manning moved Mr. H. R. Taunton; and on being put to the meeting collectively were carried unanimously. The chairman then thanked the members for the confidence they had shown in him in electing him as the chairman for the ensuing six months.

At the weekly meeting of the Bootle Branch, Mr. Williams in the chair, Mr. Dan Ryan in the vice-chair, the minutes of the previous meeting were passed and correspondence was approved of. The next business was the financial statement for the week, which was a very favourable one, showing a great increase in the takings, and also 36 new members. On the motion of Mr. Chas. Ham, seconded by Mr. Davies, it was carried unanimously. Dr. Leet gave a lengthy address on the subject of "Ship Sanitation," explaining how it was being taken up by the profession and the medical journals all through the country. He also read some very interesting cuttings from different newspapers, notably one from last week's SEAFARING, and explained that he was going to have it reprinted and distributed. Mr. Chas. Ham moved a resolution to the effect that the secretary be empowered to purchase some copies of this letter for distribution to the members, as he thought this was a subject that should be kept before the eyes of the members; this was seconded by Mr. T. Parks, and carried. The secretary then read an appeal from the Scandinavian Union of Copenhagen, asking for assistance, their members being out on strike for an advance of wages. Dr. Leet moved that the sum of £2 be granted to the above-named Union, as if they were successful in getting their demands it would have a great effect on the seafaring men of this country, as it would keep foreigners in their own country, and also put the shipowners of this country on a par with the foreign shipowners by tending to raise the freight. This was seconded by Mr. Pöwer, and carried unanimously.

### GLASGOW BRANCH.

At the usual weekly meeting of the Branch on June 26, Mr. J. McQuillan in the chair, the minutes were confirmed and the weekly finance account accepted. The reports of our three outside delegates were submitted and accepted, the members testifying with applause their satisfaction of the good work done by their energetic officials. Correspondence being read, one or two complaints were gone into

which took up a good part of the evening, after which a deal of discussion ensued on the printed form of instructions as sent from head office. As to the issuing of quarterly, half-yearly, and yearly reports, Bro. C. Leitch proposed, and Bro. D. Banks seconded, that quarterly reports be dispensed with, but that half-yearly and yearly ones be printed and issued to the members free of charge. As an amendment, Bro. W. Thompson proposed, and Bro. T. Robertson seconded, that half-yearly and yearly reports be printed and paid for by members requiring them. For the amendment 22 voted, and for the motion 18. This amendment was therefore declared carried. As to ships signing with the clause in articles to be paid off in a final port of loading, the meeting was of opinion that it would suit this Branch much better if the articles remain as they are at present. The meeting was also of opinion that we federate with the Continental Union so far as to render them all the assistance in our power at times of dispute, but confine them to their own Union until they are on an equal footing with us. A deal of discussion ensued in reference to one-tenth of contributions being devoted to the legal fund, the same having to be sent to head office. It was the opinion of this meeting that according to the resolution empowering each Branch to elect and retain its own legal adviser, that the Branch also pay him; but on the motion of Bro. C. Leitch, seconded by Bro. W. Banks, it was unanimously resolved that contributions should be sent to head office for legal fund, the Branch to retain for management purposes the other twentieth part. This being the end of the present half-yearly term of office, and Mr. J. McQuillan as president retiring, he was awarded a hearty vote of thanks for the able manner in which he had fulfilled the arduous duties imposed on him as president of the Glasgow Branch. The meeting then closed with the members, headed by Bro. James Smith, singing "For he's a Jolly Good Fellow." The president for the ensuing term of office is Mr. W. Ruthven.

### CARDIFF BRANCH.

At the usual meeting, July 1, our elected chairman, Mr. Neagle, not being present, the chair was occupied by our vice-president, Mr. Martin. There were also present about eighty members. The minutes of last meeting, also of the committee, were adopted, also the financial account; after which a deputation of the Barry Dock riggers and boatmen was received to discuss the question which occupied us at the last meeting of the above riggers selling their freedom to the Barry Dock Company. The result of the deputation that waited upon the Barry Dock Company had been inserted in one of their local papers, and the above company, knowing it to be accurate, had allowed the same to go forth without contradiction. The deputation present expressed their desire that the two bodies should work in harmony. If that exists between us, which we trust it will, we shall soon redeem ourselves from those laws which at present bind us down. The wave that has been set rolling will not cease until every organisation will be in such a position that should the capitalists of this country try to strike against us, they would find every root of their tree would be shaken, and they would be completely defeated. But the action which the riggers of Barry had taken would tend to defeat any organisation. The deputation then put before the meeting the proposition which they had passed at their meeting, which was as follows:—

"That as it is the custom at Glasgow to take vessels to the Tail of the Bank, they did not think that they would be encroaching upon us if they took vessels out to the roads here and keep them there until a full Union crew arrived from the Bristol Channel ports, and to give them up to no one else, and they were also of opinion that by drawing those licenses it would be protecting themselves the same as in Cardiff. The report which appeared in the local paper was also read by one of the deputation present, who believed it to be a fair comment on what had passed, although they themselves were ignorant of the proceedings, not forming part of the deputation that waited upon the Barry Dock Company. They admitted that part of their body had called a special meeting, and that they had undertaken to take vessels out to the Roads, and that the agreement not to give the vessels up to any but a Union crew from the Bristol Channel ports was to be signed by the captain before leaving dock. Therefore, they trusted that we would deal as leniently as we could with them. Mr. Gardner rising, said he did not welcome the news they brought so well as he welcomed the deputation, who proved themselves men, but he should like to know if what he had heard was a fair comment on what appeared in the papers of the deputation that waited upon the Barry Dock Company. The paper, it appeared, belonged to the Barry Dock Company itself and great shipowners; it was only

reasonable to expect a fair comment upon our friends. The riggers had arranged to take a vessel out of the dock, which tends to defeat any organisation, and then will not give the vessel up to any but a Union crew. That would be thanking them for nothing. We were not afraid of them getting a crew from the Bristol Channel ports, but they would go to Liverpool and get a crew which would be got at a less rate of wage than that given here. Vessels that had defeated us are those which have got their men from all the crimping dens in Liverpool. The men were perfectly justified in securing themselves, the same as in Cardiff. But the licenses held by the men here were unconditional. But the Barry men had handed theirs over conditionally to the Barry Dock Company, provided they grant licenses. They had assumed the rights of another coming from another port to work, which is a monstrous piece of work, and not justified in securing same and in selling another organisation. But as soon as they were true to us, it is our principle to stand by and assist those that are weak, and see that they obtain their rights. We depend on each other, and the more amicably we work together the more powerful we shall get; but as long as they sell themselves to capitalists, they can no longer be true to the principles of Trades Unionism, and therefore we appeal to them not to accept the licenses on such conditions. There never was such an arbitrary body in existence as the Barry Dock Company. They would find very shortly that their tricks would be stopped, and then they would find that the sailors and firemen would refuse to take the vessels to sea on account of the coals having been run down by scabs, and if the riggers took these vessels to sea they would be defeating us. But if they were firm and resolved to take the licenses unconditionally they would find that they would grant them, as it is to their interest. But to issue licenses the same as what they have they would be selling their freedom, and if they did not comply with the Barry Dock Company in taking those vessels out of dock when any dispute was pending they would be taken away. It was a direct threat against the freedom of any organisation, therefore it was to be hoped that each man will be true to his cause and true to his principles, and not accept the licenses on such conditions, and we would also pledge ourselves that so long as they came to an honourable arrangement with us not to take any vessel out of the dock, then they would find that we would be honourable to them. The deputation then present denied knowing anything of the proceedings with the Barry Dock, but pledged themselves that they would not sell their freedom to the Barry Dock Company, neither would they take any vessel out of the dock, and they were also determined to have the licenses granted unconditionally or else not at all. After some further remarks, the following resolution was moved, "That this meeting of the Sailors' and Firemen's Union fully approves of the action taken by the Barry Dock riggers, in seeking licenses to protect their interest on said dock, but they must be obtained unconditionally. Should this be so, we are prepared to render them every assistance in our power and bring the whole force of our Union to bear upon any dispute." After further discussion, the meeting closed.

### SUNDERLAND BRANCH.

At the usual weekly meeting, June 30, there was a large attendance of members present, Mr. F. Hines being in the chair, and several new members were enrolled, the secretary saying that there was every reason to feel proud at the success of the Union, the Sunderland Branch progressing just as well as ever. A letter was read from the Sailors' and Firemen's Union of Copenhagen, and this Branch was quite in sympathy with them in their struggle, not only for better pay, but also for their freedom. Mr. Lonsdale said that it would be a good thing for the men of this country for their brothers on the Continent to succeed. It would not only be good for the seamen of this country, but also for the shipowners. The weekly report was then submitted, which was accepted as very satisfactory. This Branch then proceeded to elect their officers and committee for the next six months as follow: Mr. W. Airson, president, Mr. F. Hines, vice-president, Mr. J. R. England, treasurer, Mr. W. C. Lonsdale, secretary, Mr. J. Henderson delegate, Mr. Hines, sick steward; committee, Messrs. R. Donkin, J. Plink, C. Robb, R. Wright, J. Lind, J. Cathey, J. James, F. Lindell, J. B. Lee, J. Marshall, J. G. Duncan, W. Davison, B. J. Thompson, W. Davis, R. Sheppard, G. Birnie, T. Heap, W. Sage, and J. W. Priest. A petition to the President of the Local Government Board was then submitted to the meeting, requesting him to receive a deputation from the meeting held in Sunderland which condemned the Rating of Machinery Bill,



The petition was signed by the chairman and the secretary and several of the members. It was also reported that trimmers at Monkwearmouth had been locked out through the Wearmouth strike for the last six weeks. The meeting decided that they would support them. A great amount of discussion then took place on the entrance fee, many contending that it ought to remain as it is for the next six months, but it was decided that it was to go on as it is until the Executive should meet. The banquet in honour of Mr. J. H. Wilson, which was celebrated on Thursday evening last, was a grand success, all his old friends rallying round him to do honour to him before leaving the district. Mr. Plimsoll gave a good account of the work which had been done this Session, and the work which was likely to be done.

#### MIDDLESBROUGH BRANCH.

At the usual meeting of this Branch, June 30, the president (Mr. John Hardy) in the chair, the secretary reported six new members for the week. The minutes were then read and confirmed. A notice of the acceptance of our worthy solicitor (T. W. Brown, Esq.) and our secretary, (Mr. George Cathey), as bail on behalf of Mr. George Bradley, pending an appeal against the decision of the Stockton magistrates, was read to the meeting. It was decided, on the motion of Mr. Culpin, seconded by Mr. Kerzo, that George Bradley receive his wages until the case is decided. After several other letters had been read, the correspondence was accepted. W. Sutherland was then called upon to state his reason for backing out of the *s.s. Nith*. He said that he had intended to go in the ship, but he was taken ill very suddenly with sciatic pains and could not go. He sent his wife down to the ship to inform the master, who got another man in his place. The member produced a note from a doctor certifying that Wm. Sutherland was suffering from sciatic pains, upon production of which it was moved by Mr. C. Royal, seconded by Mr. Culpin, that Wm. Sutherland be exempt from the fine; carried. The election of officers then took place for the next six months, and after other business the meeting adjourned.

#### BLYTH BRANCH.

A general half-yearly meeting was held at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth, the vice-president in the chair. After the usual routine of business had been transacted, the officers were all re-elected for the ensuing year. A circular was read by the secretary in connection with the levy of 10s. all round for members, as a Self-Defence Fund, and it was agreed to adopt it. The meeting expressed its satisfaction and awarded a vote of thanks to Mr. Plimsoll for his past and valuable services in connection with the Load Line Bill, which was carried amid ringing and continued cheering. The Blyth Branch of the Union is in a most prosperous condition, and according to the report shows better even than some of the Branches in larger towns. The total number of members is 450, 150 of that number having joined since January in the present year. The income for the last six months amounts to £205, which proves the finances to be in a most healthy condition. Two of the crew of the *s.s. Thornhill*, which was wrecked, and who lost all their effects, were granted the shipwreck allowance of 30s. each. It was also agreed to attend the demonstration at the opening of the Marine Park at South Shields, on Wednesday, where, no doubt, their splendid new Lanner would be prominent in the procession. The meeting was of a very unanimous and enthusiastic character throughout, speeches being given by several officers and members. The advantages of such a Union are manifold, and it should be the duty of seafaring men, both sailors and firemen, to avail themselves of the benefits to be derived from such a Union. The object of the Union is to support one another, and also for keeping the wages at the standard rate. It is with satisfaction that we see the Union in such a prosperous condition, as no body of men need organising and banding together for the commonweal of each other more than the seafaring classes. The general secretary, Mr. J. H. Wilson—who unsuccessfully contested Bristol in the Liberal interest—by his continued exertions has succeeded in establishing and bringing to such a successful issue one of the most important Unions in the country. Mr. Wilson has warmly congratulated the members of the Blyth Branch for the very creditable manner in which the Union is worked. Owing to the port of Blyth increasing to such an extent the Branch has been compelled to engage an out-door delegate to look after the general business and also to assist captains in shipping crews at the Union rates of wages. There is no doubt that by the end of the ensuing year the Union will have increased in membership, and a still more successful report shown.

#### CORK BRANCH.

A largely attended meeting was held in the large hall of the Assembly Rooms, under the auspices of the Cork Branch, on June 26. The Butter Exchange Band was in attendance, and before the proceedings commenced played a selection of popular airs. The Mayor presided, and there were also present:—Messrs. E. Crean, T.O. (President of the Cork United Trades); M. Austin (Secretary Local Branch Seamen's Union); C. J. O'Riordan, D. Macnamara, M. Scannell, E. Casey, T.C.; D. McCarthy (Cattle Trade Association); J. H. Jolly, T. T. Brood (solicitor, Bristol); C. Coffey (President Builders' Labourers); Captain Cawley (President U.K.P.A.); Captain Langdon (Secretary do.); Mr. Northmore James, M.A., B.L. (London); Mr. S. R. Liversage (Liverpool); Messrs. G. T. Ovenden, —, Selwyn (Bristol); D. Tomlin, F. Evans (Cardiff); W. C. Harrison (Deal); —, Martin, (Greenock); —, Benson, (Belfast), etc. The Mayor, in opening the proceedings, said that he, as chief magistrate of Cork, was very proud to be presiding there that night over that meeting of the Seamen and Firemen's Union. (Cheers.) He might say he believed entirely in unity, and if any object were to be gained it was by unity and determination it was to be achieved. They were there to talk the matter over in a friendly spirit, and in a way that would be advantageous to the object they had in view. (Cheers.) This Union was in existence only for a short time, but he believed since it came into force there could be no denial that the men had derived great advantages from it (hear, hear), and it would depend on the future action of the men to gain greater advantages. (Cheers.) No organisation could be successful without unity. Nobody could deny that the men had a perfect right to look for their rights, and to see that justice was meted out to them. (Cheers.) But they should always take care that they had a good case to go before the public, and although it might at times be a question of labour *versus* capital, still with public opinion at their back then it would take a great deal of capital to withstand them. (Cheers.) The vexed question of the day was undoubtedly the question of capital and labour. A man's labour was his capital, and he was entitled to get the highest penny he could for it, but they should do nothing that would not be a credit to themselves and to their organisation and to their native city. (Cheers.) He believed in real work and in men acting up to the principles of their Union. He had always believed in agitation, determination and organisation. They would never have had so many friends in England, Scotland and Wales, were it not for the determination of the Irish people to obtain what was justly due to them. (Applause.) Undoubtedly, considering the dangers, the hardships and exposures to wind and weather of seamen and firemen, whatever they earned was well earned, and he thought every man in the ship ought to lend a helping hand to one another, and make their cause a great success. (Cheers.)

Mr. F. W. Evans (Vice-President of the Firemen and Seamen's Union) said the Mayor had enunciated certain principles to which he during his whole life was anchored. They were met there that night for the specific purpose of advancing the cause of labour generally, he cared not in what capacity a man may be employed. (Hear, hear.) There was no wealth without labour, but in the present state of things there was an unequal distribution of that wealth. One class had too much, and those who earned that wealth too little. But they had decided that the labour which produced wealth should be recognised, and that those who own capital must use their wealth at the command of the producers. The working men had a right to a fair share in the riches they earn, and they should insist on a fair division of the profits of labour. (Cheers.)

Captain Cawley, who was received with cheers said he was very pleased to be there that night to say a few words on behalf of the Seamen and Firemen's Union, and to offer to the seamen and firemen of Cork the hearty good will and fraternal friendship of the pilots of the United Kingdom. (Cheers.) It was the first time they had the honour of advocating on Irish soil the claims of not alone the pilots of England, Ireland and Scotland, but also of the entire Continent of America. (Cheers.) They advocated the good old trades union principle of "United we stand, divided we fall." (Applause.) They in Ireland were acquainted with the fact that "unity was strength." (Cheers.) As for the seamen of the country, they were behind the door when advantages were being showered on every other class in the community, but by the assistance of the Union they had been enabled to gain something like two millions and a half during the past two years. (Cheers.) The old rate of wages was increased from £2 10s. to £4 and £4 10s. He might also remark that he took part in the candidature of

Mr. Wilson for Bristol East. (Cheers for Bristol.) That seamen, and seamen alone, are the best and should be the only judges of what is best and essential for that particular class to which they belong (especially when the safety of their lives and the safety of the ships they sail in are relegated to their governance) must be plainly apparent to every rightly balanced mind. It seems repugnant to ordinary common sense that those totally unconversant with the subject should rule and interfere in purely nautical matters, to the exclusion of those whose everyday vocations are solely devoted to acquiring and demonstrating the practice of successfully navigating the seas; and that men totally unacquainted with the ordinary details of a seafaring life, with its multitudinous risks and surroundings, should deem themselves to be competent judges of their requirements. It is not to be wondered at that those for whose sole use and especial safety lies in the efficiency of the pilotage service, are now determined to have some voice in their education, and in the efficient performance of their very essential life saving and life protecting duties. It is a paradoxical fact—and one on which I challenge contradiction—that in proportion to the direct interest involved in having an efficient, reliable, and suitable pilotage service at a port, the inverse proportion rules as far as representation upon Pilotage Boards go; or, in other words, the smaller the interest at stake, the greater the strength of voting power and representation upon them. The especial appointment of a Pilotage Board and a pilotage service at any port was originally intended to guard ships and those who sailed in them from dangers whilst entering and leaving it. But of late it appears the existence of such men as pilots, their true efficiency, their adequate pay and position, shall only exist at the caprice of an irresponsible and repressive body of men who fill the position others have a more legitimate and a more positive moral right to possess. The rights and privileges of direct representation that our seafarers are barbarously excluded from—the right to a voice in the management of a system essentially belonging to them, and upon whose efficiency their safety depends—must be regained for them by the people, who must fearlessly say, "Give the sailor a voice in the safety of his life." Docks are like ships, things to make money with. Dockowners are only interested in the safe conduct of ships within the radius of their jurisdiction; the ships, their cargoes, and those on board them are of no particular moment to them, without they endanger or interfere with the continuous trade of the dock. They have a right to know that fit and proper persons are made pilots, for they are naturally careful of their dock property; whether they are competent, other than being capable of not damaging their property, it is not in their particular interest to inquire. Their dock is the sum and substance of their interest, and their right to sit upon Pilotage Boards and take part in the government of them begins and ends at their dock. There was in the city of Cork a Harbour Board, and he did not know whether there were any sailors in that body, but owing to the action of the Seamen and Firemen's Union they had a sailor put upon every local Marine Board, a thing which had not entered the heads of the most advanced people a few years ago. (Hear, hear.) The President of the Board of Trade, owing to the great pressure that was brought to bear upon him, conceded the right of sailors to sit upon Boards of this class. He concluded by expressing the pleasure he felt at seeing the Mayor preside at that meeting. (Cheers.)

Mr. Crean said that for centuries labour had not had its rights, and had not had its rights now. (Cheers.) But he had never known the principle of Trades' Union to fail. The word "fail" was not in their vocabulary. (Cheers.) There should be no such thing as class. Honesty of mind and intention were the best credentials a man could have. If men were to continue starved paupers it would be their own fault. It was in the power of the working men to have the results of their labour divided evenly and fairly. The seamen and firemen were now only applying the principle of trades' unionism, in order to obtain a sufficient subsistence for themselves, their wives and families. (Cheers.)

Mr. Broad proposed, and Mr. Austin seconded, a cordial vote of thanks to the Mayor for presiding.

Captain Cawley put the vote to the meeting, and it was carried with acclamation.

The Mayor, in acknowledging the vote, said he was entirely pleased with that evening's proceedings. What they were contending for was that a man should get fair value for work done, but they should always remember they could not do without capital. It was an independent part of the social economy. He should also mention that the High Sheriff and Alderman Hooper had asked him to



apologise for their non-attendance, as they had to keep another engagement which he (the Mayor) should also attend were it not for having promised to preside at that meeting.

The proceedings then terminated.

#### DUBLIN BRANCH.

At the usual weekly meeting of above Branch held on June 27, Bro. P. Cullen in the chair, the minutes and financial account having been confirmed, the secretary read correspondence, some from the head office. After some discussion on a communication from the head office with reference to levying ten shillings per member for a defence fund in case of a strike, it was proposed by Bro. John Johnson that the question be left open for four consecutive meeting nights, and that the secretary advertise same in the *Evening Telegraph*, in order to give every member an opportunity to vote, and that those who through their employment could not attend have their vote taken in writing. It was seconded by Bro. Phailin, and carried unanimously. A letter was read which had been received from Messrs. MacKenzie, ship agents, complaining of their s.s. *Parragan* being delayed by a fireman named Hoyer, who is a member of this Union. The said s.s. *Parragan* lost a tide. Bro. Phailin spoke at some length, and said a sailor or fireman who was not in his ship at sailing time, or who failed to give at least six hours' notice of his leaving, should be fined, as our motto was "Defence, not Defiance," and as long as owners or their agents acted fairly towards us we should do the same towards them. The chairman spoke at some length on the subject, showing that Messrs. MacKenzie and Son were the second best employers in Dublin. After some further discussion, it was proposed by Bro. John Johnson, and seconded by Bro. James Thornton, that Hoyer be fined in the sum of one pound. Complaints were then gone into. A complaint was heard from Bro. John Welsh against Bro. James Mooney, that through him he lost a job. It would appear there were four men to be engaged to shift a ship into the pond, and Mooney passed Bro. John Welsh and got a man named Sweeney, who is also a Union man. Bro. James Mooney denied passing Bro. Welsh, and said Welsh was not satisfied because of some scabs. It was proposed and seconded that it be left open for Bro. Sweeney's attendance. The assistant secretary brought forward a motion for admitting the cook of the collier *Village Girl*, he having got all hands in most of the colliers into the Union. After some discussion on the subject it was proposed by Bro. Johnson, and seconded by Bro. Thornton, that he be joined as O.S. at the £1 entrance, he having only one discharge to show; carried. It was then proposed by Bro. Johnson, and seconded by Bro. Kavanagh, that the committee that was nominated on the previous Friday be elected, namely, Bro. Bullen chairman, Bro. Roche vice-chair, and Messrs. Daly, Roe, Frazier, Mylor, Shimmens, Cloak, Sullivan, Phailin, and Masterson, committeemen; carried unanimously. Bro. Johnson then spoke on the practice of giving a shilling to the doorman. He stated that one of the committee should take the door free. The secretary explained that he understood that the man on the door had a most important duty to perform, and he thought he was entitled to a shilling as all Branches gave it. It was proposed by Bro. Thornton, and Bro. Phailin seconded, that the doorman for the present night get the usual fee, but for the future that the committee take the door in turn without payment; carried. On account of Bro. Dennis Connor declining to become one of the auditors, it was proposed and seconded that they be not elected until the new committee take their places. The chairman spoke on the subject of getting an outside delegate. The secretary stated that he had written to the general secretary on the subject and had not received an answer up to date. It was proposed by Bro. Phailin, and seconded by Bro. Langain, that the secretary write again to the general secretary and ask for an immediate reply; carried. The chairman spoke at some length, advising us to stand firm, shoulder to shoulder, and federate with other Unions, and the cause of the working man was sure to succeed.

#### SWANSEA BRANCH.

At the usual weekly meeting, held June 24, Bro. Trick in the chair, and Bro. Williams in the vice-chair, the minutes were adopted; the financial account was read, and received with applause, it being the largest yet realised. Proposed by Bro. Bowden, and seconded by Bro. Banks, that the same be accepted as correct; carried unanimously. The correspondence was next read and approved of. The delegate was next called upon to give his weekly report, which was duly accepted. The next business was the raising of salaries of the officers

of the Branch, subject to the approval of the Executive. It was proposed by Bro. Bowden, and seconded by Bro. Thomas, that the secretary's salary be raised to £2 per week, as he is advocating 35s. and 36s. per week. He considered it very unfair that our secretary, holding such a trustworthy position, and fulfilling his duties so energetically, and he himself considered £2 per week a fair wage, and none too much. It was moved as an amendment by Bro. Thompson, seconded by Bro. Millewis, that his salary be raised to 35s. per week. On being put to the meeting, it was declared carried. Proposed by Bro. Reeves, and seconded by Bro. Battye, that the assistant secretary's salary be raised to 14s. per week; carried unanimously. Proposed by Bro. Thompson, and seconded by Bro. Millewis, that the delegate's salary be raised to 28s. per week; carried unanimously. The election of officers came next. Proposed by Bro. Dawe, and seconded by Bro. Thompson, that Bro. Trick take the chair for the next six months; carried unanimously. Proposed by Bro. Battye, and seconded by Bro. Bowden, that Bro. Williams take the vice-chair for the six months; carried unanimously. Proposed by Bro. Banks, and seconded by Bro. Millewis, that the three trustees be re-elected; carried unanimously. Proposed by Bro. Reeves, and seconded by Bro. Thompson, that Bro. H. Thomas form one of the committee; carried unanimously. Proposed by Bro. Battye, and seconded by Bro. Thomas, that Bro. J. Millewis form another; carried unanimously. Proposed by Bro. Reeves, and seconded by Bro. Williams, that Bro. J. Bowden form another; carried unanimously. Proposed by Bro. Thompson, and seconded by Bro. Reeves, that Bro. Battye form the last; carried unanimously. After various discussions the meeting terminated. It was very largely attended. Bro. Rohn officiated as doorkeeper for the evening.

#### WHITSTABLE BRANCH.

At the general meeting, Friday, June 27, Mr. Wm. Gammon in the chair, and a fair attendance, minutes and correspondence from general secretary, Gravesend, and Dover having been read, it was proposed by Bro. Rowden, and seconded by Bro. Jarman, that they be adopted; carried. The election of officers then took place, when it was proposed by Bro. Rowden, and seconded by Bro. Knott, that all officers of this Branch now in office be duly elected for the ensuing six months. Carried unanimously. The secretary then explained to the meeting the business he transacted in Gravesend, which was deemed satisfactory. The chairman then addressed the meeting, explaining the success which attended himself and Messrs. Degnin, Donovan, and Martin, in opening a sub-Branch in Folkestone, which was received amid applause. It was then unanimously decided that the Committee meet on Monday to audit the accounts for the quarter, in order that the secretary may prepare the quarterly balance-sheet. It is satisfactory to be able to state that in this Branch the wages have gone up all round except for captains (without certificates) who have not yet joined the Union, also that the coal workers are nearly constantly employed; all our best men having gone in large ships where they earn more wages in one month than they have hitherto done in colliers in two, thanks to the Union. Captains have considerable difficulty in obtaining crews (chiefly boys from the plough tail) and in a good many cases vessels are shamefully undermanned. After the usual vote of thanks to the chair, the meeting adjourned.

#### NEWCASTLE-ON-TYNE BRANCH.

At a meeting of the above Branch held June 27, Mr. J. Clark was voted to the chair, and in accordance with a bye-law of the Branch if 12 members, excluding the president, vice-president, and secretary, were not present no meeting to be held, the secretary, Mr. Mansell, said that as they had not a quorum for a general meeting he would suggest that they form themselves into a special committee meeting, as very important business had to be transacted. He was sorry that the holidays in the North had happened in the last week in the quarter. No doubt a large number of the members were absent from home enjoying themselves, so he hoped they would form themselves into a special committee. It was resolved that a special committee be formed. The chairman said the time had come for the election of officers, and he hoped nominations would be forthcoming, but something of more importance had to be discussed—viz, a levy of 10s. per member to create a fund to be used in case of a dispute regarding wages. He would ask them first to nominate the officials for the ensuing six months. The first wanted was a president. Mr. Skirving nominated, Mr. Scott seconded, Mr. Errington to be president; Mr. Prince nominated Mr. Purvis as vice-president; Mr. Neilson nominated, Mr. Scott seconded, Mr. Dan

supported the nomination of Mr. Mansell as secretary; Mr. England, treasurer; Messrs. Girling, Harris, and Laidler, trustees; auditors, Goldsmith, Nicholson, Neilson, Dunn; committee, Messrs. Dunn, Turner, Clark, Scott, Gibson, Nicholson, Whittaker, J. A. Prince, R. Cowell, Muris, McClure, Andrews, Jamieson, Slucock, Wm. G. Jackson, T. Nichol. The election to take place at next meeting. Correspondence was read, and a long debate ensued, nearly every member present taking part in that referring to the 10s. levy. The chairman said that it was a question for everyone to consider. It was an open question and all could freely discuss it and give an opinion whether for or against. He would ask if there were any present who wished to speak the secretary. Mr. Mansell had something to say, but Mr. Mansell said he would rather hear the opinion of the members first and then give his opinions. Mr. Neilson said he had had some experience in Trades Unions and could not support that a levy should be imposed. He knew that sometimes levies were necessary, but with all the talk of shipowners about low freights, the time had not yet come to levy the members, therefore he should oppose the levy. Mr. Dunn said he also should oppose it, for he had found where levies had been put on, they had tended to break up Societies. On these grounds he opposed any levy. Mr. Skirving said he thought according to the appeal, a levy would be the best thing to benefit the members, and he for one would support it. No one else rising to speak, the chairman called on the secretary (Mr. Mansell) to give his opinion. Mr. Mansell said perhaps he had not had the experience some of the members had of Trades Unionism. He had only taken an active part since the N. A. S. & F. Union commenced, but since that time he had had great experience and had benefited by it. He wanted to advise the members of the Branch and the Union at large, and his advice in a few words was that a levy was necessary, and would shortly be required to defend themselves against any raid that may be made upon them by capital. What a grand thing for members to be in a position to strike against any unjust demands that may be asked. He would have them all consider the position of the Newcastle and the centre they were in, as Newcastle no doubt would be the place the shipowners would commence with, and the sooner they were prepared to resist any attempt to reduce the wages the better for themselves. Mr. Neilson said he could not support a levy, although he knew that sometimes levies were necessary, but depression in the shipping trade was only temporary, and there would be a call for more tonnage at the end of that month, also that freights would go up, but they must be prepared for the end of the year, and it would be much better to prepare in prosperous times, and have your houses in order, to be able to fight against anything that may come upon us in the future. Mr. Dunn had said that levies were the first things to break up Societies. Perhaps Mr. Dunn referred to Friendly Societies. No doubt levies did tend to break them up, but our greatest Trade Societies were compelled to levy, so that they may have a great reserve fund in hand to fall back upon in time of need. Also when there had been a strike, generally so soon as it was over and the members returned to work, a levy was put on to bring their reserve fund up to the same as it was before the strike took place, and he would ask them all to consider seriously before they recommended anything, would a levy be a benefit to them? They knew how the levy was to be paid, and it would not hurt any member to a great extent, but it was left in their hands to decide. (Hear, hear.) Mr. Wm. Scott, Mr. Gibson, and others spoke, after which it was recommended that a levy be imposed, the same to be approved of at six different meetings. There were two dissentients. A vote of thanks concluded the meeting.

At the general meeting June 30, Mr. Errington presided. The election of officers for the next six months took place, Mr. Errington, president; Mr. Dunn, vice-president, in the place of Mr. Purvis resigned; Mr. Mansell was elected secretary; Mr. Harris, Mr. Girling, and Mr. Laidler were elected trustees; Mr. England was elected treasurer; Mr. Dunn and Mr. Nicholson were elected auditors; Mr. Jacks was elected solicitor; and Dr. Newton was elected as medical officer. The following were elected on the committee: Messrs. Dunn, Clark, Gibson, Nicholson, Whittaker, J. A. Prince, Cowell, McClure, Andrews, John Jamieson, W. J. Jackson, and T. Nichol. Mr. Neilson spoke regarding the 10s. levy. Mr. Skirving, Mr. Mansell, Mr. Purvis, and other members also spoke. Mr. Skirving moved that the levy be imposed subject to approval of future meetings, Mr. Maskey seconded. Mr. Neilson moved, as an amendment, that the contributions be raised to 6d. per week for a limited period. There was no seconder to Mr. Neilson's amendment. The motion was put and carried.

there were two dissentionists. It was resolved that Mr. Mansell be empowered to call upon any member who is ashore and has time to act as sick steward. A vote of sympathy was passed with the widow of the late Wm. Richardson. All members are earnestly requested to attend the meetings.

Branch secretaries are requested to note that George Brown, senior, 20, Railway-street, Newcastle, steward, and George Brown, junior, same address, fireman, are sailing with last year's cards. Also that George Brown, senior, signed in Grimsby in the s.s. *Dolores*, obtained an advance note for £4, got it cashed of the ship's butcher, and disappeared.

#### PLYMOUTH BRANCH.

At our usual weekly meeting held at the Foresters' Hall, Nott-street, Friday, June 27, the secretary in the chair, the minutes were adopted, but the correspondence postponed until a special meeting, which was held Monday, June 30, with a very good attendance. Bro. Marshall, of South Shields Branch, in the chair. We had four crews of the steamships *Emerald*, *Black Swan*, *Kingsley*, and *Southwick*, and there was a lot of discussion on the correspondence which was read. It was proposed by Bro. Perry, and seconded by Bro. Conolley, that the Plymouth Branch have a half-yearly report, which was carried unanimously. It was proposed by Bro. Puleston, and seconded by Bro. Martin, that the secretary, Mr. D. J. Evans, remain in office, as we don't think we can get anyone better here for our Branch, as regards working for us. It was proposed by Bro. Puleston, and seconded by Bro. Sweeney, that W. Weaver be expelled from the Union, and we hope that every secretary will look out for him (No. 153); as he has backed out of three ships, and is giving the Union a bad name. It was proposed by Bro. Martin, and seconded by Bro. Puleston, that the 10s. levy stand over for further meetings. Business was finished when the secretary rose and proposed that the members should give a hearty vote of thanks to the chairman, Bro. Marshall, of South Shields Branch, and the members of Sunderland and South Shields Branches, for the way the meeting was carried out.

We have received the following letter:—"The South Shields scab hunter has been to work here in Plymouth. There was one North-country boat here with a scab in it, but Mr. Gardner, the secretary of the Gas Stokers' Union, went on board and stopped the men from working until the scab had joined the Union. I think if there were more scab hunters on the hunt, the same as the South Shields one—because the first day he was here there were five joined—it would be better for us and the Union at large. All honour is due to the secretary for the way he is working day and night. He has on his books now 300, so that shows he has not been idle; but, sir, I hope the Shields scab hunter will come oftener to Plymouth.—I am, sir, yours, etc., ODD MAN OUT."

#### BURNTISLAND BRANCH.

At a general meeting held June 30, Mr. Charles Campbell in the chair, the secretary explained that there was no meeting last week on account of no members being in the port; in fact, he had to wire to three different places for sixteen men, but this week it was quite the reverse. After the appointment of office bearers, Mr. Charles Campbell being elected chairman, the following resolution was carried unanimously:—"That this meeting of seafaring men convey our most heartfelt thanks to our noble president, Samuel Plimsoll, Esq., upon the success attending his efforts on the Load Line Bill, and we trust that he will be long spared to work hand-in-hand with our most worthy general secretary, for they are truly the sailors' friends." We are happy to state that the Parish Church bells were rung, and our Union flag floated proudly all day over the George Hotel, and it had many admirers, and not a few comments were made on it. On the whole, the arrival of the news of the passing of the Bill was a grand success that day in Burntisland. The circular relating to a levy was next laid on the table, when it was carried that it should be left in the hands of the general secretary. The secretary then read over an appeal from the secretary of the Scandinavian Seamen's Union, Copenhagen, and stated that he had passed it round the trimmers of this port, and he had great pleasure in announcing to the meeting that he had met with great success from that noble body of Union men. He had been promised between four and five pounds, which said a great deal for such a small body, but at the same time they were a compact body, as all brothers in toil ought to be, and he hoped that the sailors and firemen coming into this port would follow their example. Before closing the meeting, the secretary said that he had great pleasure to inform them that he had captured five blacklegs on board the s.s. *Glenmana*, of

Newcastle, and the steward of the *Esparte*, of Leith, making the number on the Branch books 631, when three cheers were given "for Old Moodie."

#### NORTH SHIELDS BRANCH.

At the meeting of this Branch, held on June 30, Mr. John Nicholson in the chair, after part of the business was proceeded with, and the correspondence being discussed, Mr. J. H. Wilson, the general secretary, entered the meeting just as a circular from the Copenhagen Seamen's Union appealing for help for the men on strike there was being discussed. Mr. Wilson addressed the members on the subject, and urged them to give all the assistance in their power. This was received with applause, and a resolution was passed granting them a donation of £5. Mr. Wilson also advised the members to make a levy of 10s. on all the members to augment the strike funds in case of need. A resolution in favour of the levy was passed at this meeting for the second time. The general secretary addressed the members on several important subjects, and some questions were asked and satisfactorily answered. Some discussion took place on some of those questions. He also spoke about the very important questions which our brave old champion, Mr. Plimsoll, intended to bring before the House of Commons affecting the interests of seamen. This gave great satisfaction to the members and was received with loud applause. The election of officers for the next half-year was then proceeded with. All officials were re-elected, with the exception of the secretary, Mr. G. Stewart, Mr. W. Brown, late outside delegate, being elected in his place by a majority of ten votes, and Mr. John Tuff was elected outside delegate in the place of Mr. Brown; therefore, in future, all correspondence to North Shields Branch must be addressed to Mr. W. Brown instead of Mr. G. Stewart, as formerly. Secretaries please note this in case accidents might occur. Mr. Wilson addressed the members on the need of all the members and Branches working together in harmony and unity, all for each and each for all. Before he withdrew from the meeting he was given three hearty cheers. Mr. G. Cowie, of South Shields, and Mr. A. Rutherford, of the North of England Association, were present at this meeting, and were accorded a hearty welcome.

#### GRIMSBY BRANCH.

A special meeting of this Branch was called for Friday, June 27, by circular, to consider the appeal from the general secretary as to the advisability of raising a special defence fund. After considerable discussion, Bro. C. Chapman proposed, and Bro. W. Pearson seconded, that in the opinion of this meeting it is necessary to raise a levy of 10s. per member as a defence fund against any future attempt to reduce wages. This was carried with only one dissentient. Bro. Matkinson proposed, and Bro. F. Jackson seconded, that it be paid at not less than 3d. per week. Mr. John Gleeson, of Hamburg, was proposed by Bro. C. Chapman, and seconded by Bro. Pearson, as a member of this Branch. The secretary reported he had examined his credentials forwarded from Hamburg, and had found them satisfactory, and he was eligible in every respect to join our Union. He would, no doubt, be of great service to our cause there, and Union men arriving at Hamburg would no doubt be glad to pay him a visit. Thomas Chappell, fireman, was reported for neglecting to join s.s. *Macedonia*, for Cronstadt, and fined 5s. as per standing order, this being his first offence.

The usual weekly meeting was held on Monday, June 30, circulars being again issued to confirm or rescind the resolution of Friday, the 27th. Past-president Arthur Wilson was elected to the chair, in the absence of the chairman, at sea. The minutes and accounts of the previous week were passed, on the motion of Bro. Dales, seconded by Bro. Glover. A considerable amount of correspondence from Penarth, Middlesbro', Liverpool, and Yarmouth, was read and passed. Eleven new members were accepted into the Union, on the motion of H. G. Glover, seconded by G. Lodge. The minutes of Friday, the 27th, were then read and discussed. A considerable difference of opinion was expressed on the subject of the levy; ultimately Bro. Taddei moved that the resolution of June 27 be rescinded. He simply did this to facilitate business, and to test the feeling of the meeting, as he was prepared with an alternative. The resolution was put to the meeting and carried. Bro. Taddei then proposed, and Bro. Shipman seconded, "That this Branch pledges itself to pay a voluntary levy of 6d. per member per week in case of a strike occurring in any port." This was carried unanimously. An appeal for assistance was read by the secretary from Copenhagen Sailors' and Firemen's Union, who are out on strike for an advance. Bro. Inglis proposed, and Bro. Kennedy seconded, that we send them £5, and hoped that

other Branches would give in proportion. After their kindness to one of our members, as reported in last week's SEAFARING, this was as little as we could do, as they were fighting our battle at the same time. This concluded the business of the meeting. Shipping fair; men out of employment below the average.

#### LEITH BRANCH.

The usual weekly meeting of this Branch was held on June 24, when there was a good attendance of members, and Mr. W. Leslie presided. The minutes of the previous meeting, after some questions, were adopted. The financial report for the week was read and adopted. After correspondence from the general secretary had been read, some discussion followed. Regarding the proposed alterations of rules, a committee was appointed to consider the rules and draw up any alterations they thought proper. A long discussion followed regarding the appeal from the general secretary, and it was unanimously agreed, "That the secretary be empowered to get a hall, and meetings be held every night till the next general meeting." The opinion of the meeting regarding the appeal was taken, and it was found that the majority were in favour of it. After a complaint had been lodged against some members by the delegate, and it being left till next general meeting, the meeting terminated.

#### GREENOCK BRANCH.

The usual fortnightly meeting of this Branch was held at the offices, 16, East India Street, Mr. A. Marshall, president, in the chair. After the minutes had been read and adopted the secretary read correspondence from the general secretary re the Load Line Bill. After the secretary had addressed the meeting on the work of Samuel Plimsoll, Esq., Mr. John Russell moved that this Branch tender to Samuel Plimsoll, Esq., our heartfelt thanks for the many services rendered to the seamen of this country. This was duly seconded by Mr. Dan Boyle, and carried with acclamation, the members rising to their feet to give vent to their cheers. The election of officers was next proceeded with, Mr. A. Marshall was re-elected president, Mr. Donnelly secretary, Mr. Crawley vice-president, and Messrs. Russell, Boyle, O'Donnell, McCreath, R. Reid, and John Leitch members of committee; Mr. Cawler and Mr. Collins were appointed auditors. A vote of thanks closed the meeting.

## NOTICE.

On and after July 6, 1890, all communications for the Central Office of the National Amalgamated Sailors' & Firemen's Union of Great Britain & Ireland must be addressed to the New Offices, 19, Buckingham Street, Strand, London, W.C.

J. H. WILSON,

Gen. Sec.

**STABBING A CHIEF OFFICER.**—At the Newport Police Court, on June 30, Peter Thompson, a middle-aged able seaman, was charged in custody with unlawfully cutting and wounding Daniel Donovan, chief mate of the steamship *Garonne*, of Cardiff. Mr. W. L. Moore, who appeared for the prosecutor, explained that as the vessel was obliged to go to sea on the following day, and the prosecutor could not stay for the quarter sessions, he requested that the Bench should treat the matter as an assault only, and determine the matter summarily. The prisoner had been a very refractory man on the whole of the voyage to and from Huelva. On June 17, whilst the vessel was about 50 miles from that port, the chief mate noticed that the prisoner was steering the ship in a very erratic manner, and the captain ordered him (the chief mate) to have him removed to the fore-castle. Whilst they were going, Thompson attempted to strike the mate, who turned and knocked him down. As they were going down the ladder, however, the mate felt something strike him in the side. He afterwards felt that he had been cut, and prisoner was heard to say it was a good job for Donovan that the knife closed when he struck him. The blade grazed one of his ribs, but fortunately the injury was not very severe. Prisoner at first denied the offence, but subsequently said he was very sorry for what had occurred. The Bench sent him to prison for a month.



## SEAFARING DISASTERS.

*Aludra*, s., has put into Piræus with crank shaft broken, and will have to repair.

*Beechville*.—Lloyd's agent at Cronstadt telegraphs, June 30: British steamers *Beechville* and *Pallion* were in collision in leaving harbour. Both sustained damage above the water, and re-entered harbour for repairs.

*Blanco*, British schooner, from Rio Janeiro for Santos, has been towed into Santos partially dismasted.

*Blythwood*, see *Lisaerieve*.

*Camilla*, brig, of Fredrikstad, from Christiania for Liverpool, with spars, towed into Dover with loss of bowsprit, and leaky, reports having been in collision about 20 miles south of Beachy Head with the *George Lockett*, s., of London, Romen for Grangemouth, which vessel proceeded.

*Chatsworth*, s., arrived at Penarth, reports having been in collision with a schooner, name unknown, which sank, off Lavernook Point.

*Clarence*, barque, of Newport, from Pensacola, laden with timber, docked at Cardiff, leaking badly.

*Captain Parry*, steamer, of Dublin, at Ringsend, in berthing collided with the quay at North Wall, and damaged three or four plates and stanchions on her starboard side.

*Dunluce*, s., has stranded at Haradskar.

*George Lockett*, see *Camilla*.

*Henry Anning*, British steamer, from Sulina with maize, grounded on another vessel's anchor at Bordeaux, and has forehold full of water.

*Lord Stanley*, steam tug, towing the *Lady Nairn* from Swansea for Liverpool, put back with machinery disabled.

*Lisaerieve*, steamer, Genoa for the Tyne, in collision with *Blythwood*, steamer, of London, during a dense fog. Both damaged.

*Lady Gwendoline*, s., of Cardiff, with passengers for Ilfracombe, collided in Cumberland Basin with the steamer *Waverley*, receiving damage to taffrail, and with the lock-gate damaging a stern plate at water line.

*Lotus*, s., of Liverpool, which put into Dover on June 20, after collision, has been temporarily repaired and left July 1 for her destination.

*Maggie*, No. 234 fishing boat, belonging to Longhope, was seen in Westray Firth bottom upwards; crew supposed all lost.

*Norman Prince*, British steamer, which left Bilbao with ore, touched the ground in leaving port, and put back in a sinking condition. Has been beached at Portugalete.

*New Guinea*, s., from Singapore for London, has arrived at Penang after being ashore. Has sustained no apparent damage.

*Nereid*, Smith, master, of Aberdeen, which sailed from Blyth for Gothenburg on Jan. 17, 1890, laden with coal, and previously referred to as overdue, was posted at Lloyd's July 2 as missing.

*Oscar*.—Lloyd's agent at Lagos telegraphs, June 30: *Oscar* has been wrecked on the bar and totally lost; part of crew saved.

*Pallion*, see *Beechville*.

*Peshma*, s., belonging to the Asiatic Steam Navigation Company, has gone ashore on Pilot's Ridge; assistance has been sent her from Calcutta. Passengers saved.

*Port Patrick*, from Saigon, put into Singapore June 27 with cargo much heated and considerably damaged.

*Rossend Castle*, British steamer, from Novorossiisk, has put into Malta with machinery slightly damaged.

*Rhosina*, steamer, of Cardiff, arrived at Avonmouth, laden with general goods and cattle from New York, via Cardiff, when leaving Roath Dock on 27th ult., engines being stopped, went ahead through telegraph breaking down, struck the quay wall, breaking two plates and hawspipe on starboard side.

*Shark*, British steamer, from Newry for Liverpool, has been towed into Warrenpoint, disabled.

*Suthella*, s., of Hull, in docking at Grimsby, ran against the dock gates, and is making a considerable quantity of water.

*Snowdon* has been in collision with the pier at Dover. Damage serious. Vessel leaking at the rate of two inches per hour.

*Tamesis*, schooner yacht, of Southampton, has been towed into Dover from Flushing, her mainmasthead having been carried away whilst cruising.

*Thule*, Norwegian steamer, when docking at Cardiff, collided with the screw tug *Royal Briton*, of Cardiff, in Bute Channel. Both badly damaged about bows.

*Tamoyden*, United States barque, has arrived at Delaware Breakwater, leaky.

*Zebina Goudey*, British barque, Yloilo for Halifax, has put into Mauritius leaky. She will discharge for repairs.

THAMES ENTRANCES.—The Corporation of the Trinity House give notice that a beacon has now been erected on Longsand.

THE NEW SOUTHAMPTON DOCK.—The new Southampton Dock, constructed at a cost of nearly £300,000, has been informally opened, the new Royal Mail steamer *Clyde*, just arrived from Glasgow, being berthed there for convenience.

TO MASTERS AND PILOTS.—The Thames Conservancy give notice that three of the four buoys to mark submarine mines, placed by the War Department in the Lower Hope, on the Kentish side, between the measured mile beacons and Higham Creek, will remain in the river until July 31, and persons in charge of vessels are cautioned against approaching the buoys.

THE PREVENTION OF COLLISIONS AT SEA.—Washington, June 25.—The Committee of the House of Representatives on the Mercantile Marine has reported in favour of a Bill recommended by the recent Maritime Conference for the better prevention of collisions, and also in favour of a Bill defining the duties of masters in case of collisions.

THE INVENTION OF THE LIFEBOAT.—A lifeboat memorial has been unveiled on the pier promenade, South Shields, by Alderman Altringham, J.P. South Shields claims to be the birthplace of the lifeboat. In September, 1789, the ship *Adventure* was wrecked off the Tyne under distressing circumstances, and a committee was formed to take the matter of providing a lifeboat into consideration. Several models and drawings of boats were received. One model was presented by Henry Greathead, a boatbuilder, and another by Wm. Wouldhave, journeyman painter, and the committee took the necessary steps to get a boat built. Whether Wouldhave or Greathead was the actual inventor is a moot point; but locally Wouldhave is looked upon as the author of the model. The names of both men are given on the memorial. The first occasion on which a shipwrecked crew was landed by means of a lifeboat was on June 30, 1790. The memorial, a massive construction, including clocks and a drinking fountain, bears the following inscription:—"Erected in commemoration of the jubilee of Her Majesty Queen Victoria, June 21, 1837, and as a memorial of the beneficent work of the lifeboat, first designed and built at South Shields in the year 1790." The lifeboat memorial occupies a site between the two marine parks, which have been laid out by the Corporation. These parks were formally opened by Sir John Mowbray.

## CORRESPONDENCE.

The Editor of SEAFARING is reluctantly compelled to hold over till next week several valuable and interesting letters.

## TO CORRESPONDENTS.

AN OLD SALT.—Thanks.

FISHERMEN'S DELEGATES.—Will the delegate who lent the Editor of SEAFARING a newspaper cutting kindly send his name and address, so that the cutting may be returned?

CAPTAIN SLAUGHTER.—Please send us your address, which we have lost.

## NOTICE.

Dundalk is the administrative centre for Drogheda, Newry, Warren Point, Carlingford, Greenore, Omagh, and Greencastle. Seamen belonging to any of the above-mentioned ports may now be enrolled on the Dundalk Branch at a reduced entrance fee by application to any Branch Secretary.

JAMES FITZPATRICK, Sec.

Quay-st., Dundalk.

## "COMMONWEAL"

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ONE PENNY WEEKLY.

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## WAGES AT CORK.

Westward.	
Sail.	Steam.
Sailors ... £1 0 0	Firemen ... £5 0 0
Cooks & Boat-men ... 4 15 0	Sailors ... 4 15 0
Swains ... 4 15 0	Cooks & Boat-men ... 5 10 0
Stewards ... 5 15 0	Swains ... 5 10 0
Carpenters ... 6 5 0	Donkeymen ... 5 10 0
Ordinary Seamen ... 3 0 0	Stewards ... 6 10 0
	Carpenters ... 6 10 0

Southward.	
Sail.	Steam.
Sailors ... £3 15 0	Sailors & Firemen ... £4 10 0
Cooks & Boat-men ... 4 10 0	Cooks & Boat-men ... 5 5 0
Swains ... 5 10 0	Stewards ... 6 5 0
Ordinary Seamen ... 2 15 0	Carpenters ... 6 5 0
Carpenters ... 6 0 0	Donkeymen ... 5 10 0

Steam—Weekly.	
Cross Channel.	Foreign Trade.
Passenger Boats.	
Sailors & Firemen ... £1 10 4	Sailors & Firemen ... £1 12 8
Cooks ... 1 12 6	Steward Cooks 1 16 0
Donkeymen ... 1 15 0	Carpenters ... 1 17 6
Carpenters ... 1 17 6	Donkeymen ... 1 16 0

NOTICE  
TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## BLYTH BRANCH.

Will R. A. BLASTROM, No. 7, Blyth Branch, communicate with the Secretary immediately. Important.

JAS. HEATLEY, Sec.  
9, Market-st., Blyth.

SAILORS' AND FIREMEN'S UNION  
BOARDING HOUSE,  
EDWARD MILTON, Proprietor.  
"FORESTERS ARMS."  
81, EAST HOLBORN, SOUTH SHIELDS.

ROBERT FINDLAY,  
UNION SUPPLY STORES,  
60, GRANGE ST., GRANGEMOUTH,  
Wholesale and Retail  
GROCER AND PROVISION MERCHANT.  
Members of the Sailors' and Firemen's Union  
supplied at lowest cash prices.

TOBACCONISTS COMMENCING.  
Write for Illustrated Guide (229 pages, three stamps). "How to open respectfully, £29 to £1,000."—TOBACCONISTS' OUTFITTING COMPANY, Chief Office, 138, Bunton-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

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Seamen should visit the **NEEDLE & ANCHOR**, P. M. Leibow & Co., Proprietors, 210 & 212, East India Dock Road, close to East India Dock, Pawnbrokers, Watchmakers, and COMPLETE SEAMEN'S OUTFITTERS.  
Captains supplied at Wholesale Prices. N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

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WHOLESALE  
**CABINET & BEDDING**  
MANUFACTURER,  
70, 72, & 74, RATHBONE STREET,  
CANNING TOWN, LONDON, E.,  
AND  
28 & 29, GREEN ST., UPTON PARK, E.  
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ALL GOODS WARRANTED  
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PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
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Sent free to any part of the Kingdom on receipt of  
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**NOTICE.**  
To Members of the National Amalgamated  
**SAILORS' AND FIREMEN'S UNION.**  
All Union Men arriving at or sailing from  
LEITH are invited to visit

**L. HYMANS**  
Pawnbrokers' Salerooms & Seamen's Outfitting Stores  
3, TOLBOOTH WYND, LEITH,  
Where he has always on hand a large stock of New and  
Second Hand Clothing, suitable for Seamen, at prices to  
suit everyone. Also large quantities of unredeemed  
pledges, consisting of Gold and Silver Watches,  
Sextants, Optical Goods, Marine and Field Glasses, at  
really low prices.  
ARMY & NAVY TROUSERS FROM 1/6 TO 3/6  
SEA BOOTS FROM 8/6 TO 25/.  
NOTE.—L. H., being an authorised agent for the most  
prominent Boot and Shoe Manufacturers, purchasers  
may depend on getting the best value.  
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